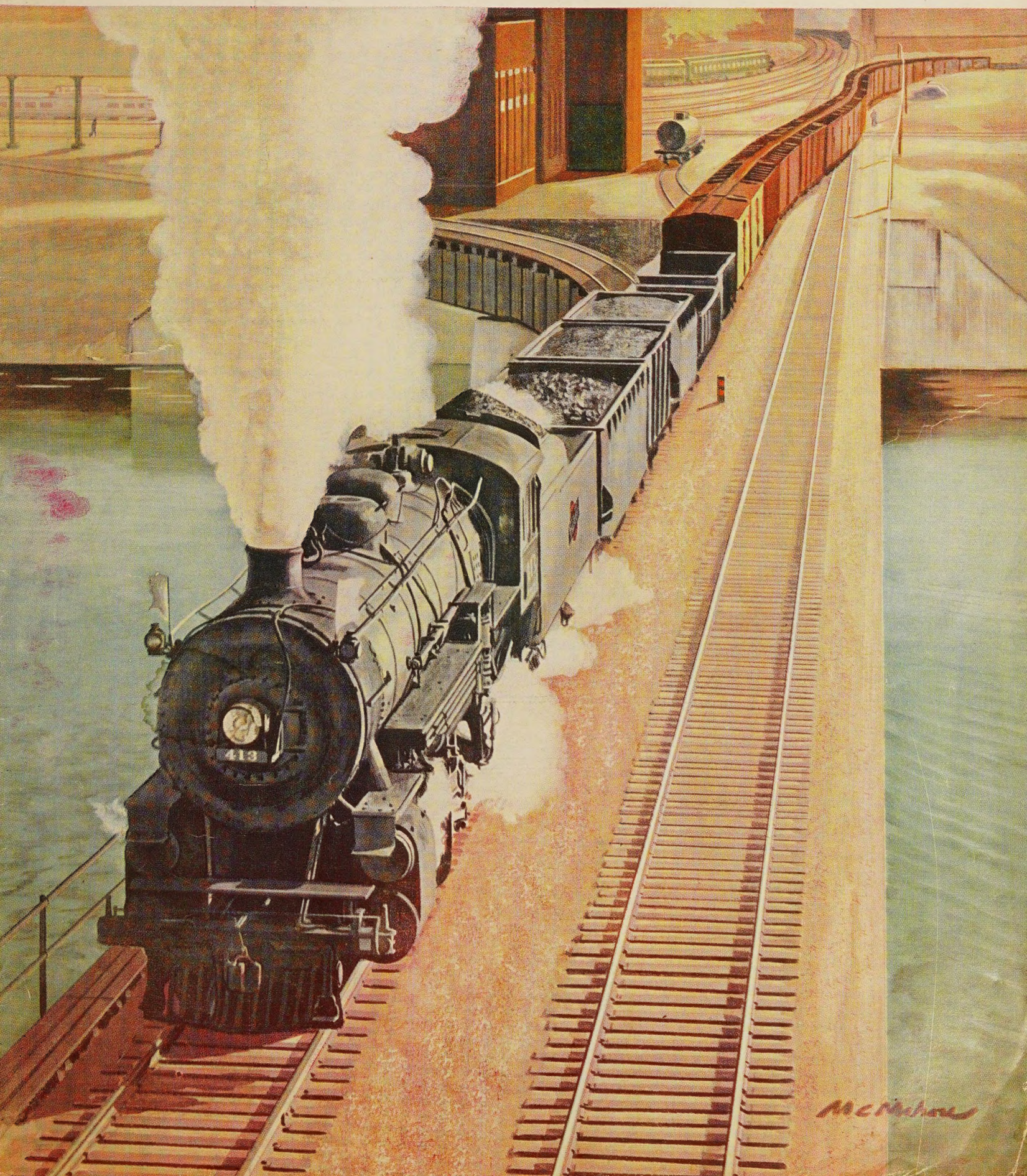
RAILROAD

MAGAZINE | AUGUST 50c



This Is The Story Of How A Man Built A $200 Investment Into A Mail Order Business Now Doing Over $3,000,000 Yearly. It Could Be Your Story, Too. It Could Be Your Path To Financial Security And Independence

by MAX ADLER, Chairman of the Board, Spencer Gifts, Inc.

ATLANTIC CITY, N. J.—A little over twelve years ago, I decided I was tired of working for other people . . . tired of waiting for tiny raises . . . tired of worrying about losing my job. I decided to heck with it! I decided to go into business for myself.

I had no experience in the business I chose. All I started with was $200. My friends called me an out-and-out fool, and perhaps I was. But today, the mail order business I started with $200 has assets of over $1,000,000!

What has this got to do with you? Plenty, if you, too, want to start your own mail order business . . . be your own boss . . . and start making money, from your home. If this is what you want, you can learn from my experience—and without the blood, sweat and tears it cost me to learn how to run a successful mail order operation. You can rely on the fact that I know what I'm talking about when it comes to mail order. Here is the record. It speaks for itself!

$200 GREW INTO BIG BUSINESS

I began my mail order company in 1947. As of April 30, 1959, the end of our last fiscal year, my company—Spencer Gifts—had assets of $1,070,272.72*. My modern mail order plant has 63,000 square feet of space, contains one of the most modern conveyor systems in the industry, and a branch of the U. S. Post Office. I employ up to 350 people, depending on the season. My $200 investment has come a long way!

A FRANCHISE DEALERSHIP FOR YOU!

Now, I am ready to help *you* make money in mail order through my new independent franchise dealership plan. I won't promise you'll make a million overnight. This is not one of those "get-rich-quick" schemes. It is a practical, sensible plan that will enable me to expand my business and help you get a good solid start in your own mail order business at the same time!

Spencer Gifts, a large, successful, well-established retail and wholesale mail order organization, can and will offer these specialized mail order methods and guidance. The mail order business is one of the greatest potential growth businesses in the country. Obtain one of the franchises that I am offering, and you're really getting in on the ground floor!

HARD WORK? INDEED IT IS!

I told you before that this is not a "get-rich-quick" plan. Anything worthwhile in life takes effort. I used lots of elbow grease, shoe leather and determination, and you will, too, if you expect to succeed. You just can't sit back and expect to make a success without effort. For instance, I have in my instructions an easy method of personal selling, which when combined with mailing catalogs, should build your mailing list and profits faster than mailing catalogs alone would do.

**Certified statement by M. Olesker & Co., C.P.A., Atlantic City, N. J.*

NO EXPERIENCE NEEDED

Why am I so willing to help you get into the mail order business? Why am I offering a valuable franchise for which I could charge you a big fee? Well, I love my fellowman as much as anyone else, but I'm a businessman —not a philanthropist. I am offering a limited number of franchises because I have decided this is the fastest, most practical way to expand my own business! I expect you to sell merchandise and make money right from the start, and I expect to make money right along with you.

CATALOGS BEAR YOUR NAME

If you qualify as a Spencer Gifts franchise dealer, you will operate your own mail order business UNDER YOUR OWN NAME. Spencer Gifts will serve as your wholesaler, supplier, shipping department and warehouse. Spencer Gifts will produce catalogs—the basic selling tools of any mail order business —and you, as an independent franchise dealer, will circulate these catalogs to sell the products they contain.

The catalogs, WITH YOUR NAME PRINTED ON THEM, are prepared by skilled mail order advertising copy writers, artists, layout men and printers . . . each a highly-trained specialist in his field. The catalogs are yours at a price which is a fraction of what it would cost you to produce them yourself. Our tremendous volume makes this low cost possible. And just as Henry Ford's mass-produced automobiles were far better, as well as cheaper, than any car produced by hand, so our catalogs are far superior than any produced by amateur methods.

Catalogs Bear Your Name
This is typical of the beautiful catalogs that will start you in the mail order business. Your name will be printed right on the cover.

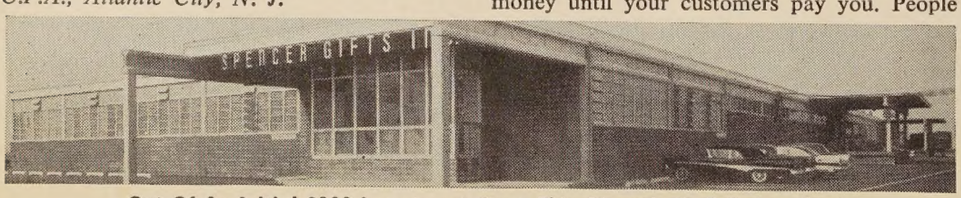
SALEABILITY OF ITEMS PRE-TESTED

Even with my 12 successful years in mail order and the help of an expert staff, I can't always tell in advance what is going to be a "best-seller" and what will be a "lemon". The customers make the final decision on this! With the volume of business I do, and the solid foundation of my big organization behind me, I can afford to pretest the merchandise that will appear in your catalogs.

For example, my big Spencer Gifts catalog, printed by the millions in the course of the year, month after month, offers up to 1,000 items I think have a good chance of selling in volume. Out of this number, perhaps 25% will be out-and-out flops. About 50% will be medium to average. 25% will really hit. From this cream-of-the-crop 25% top-selling items, are the items that are selected for your catalogs!

NO INVESTMENT IN STOCK

Spencer Gifts does it for you! Send no money until your customers pay you. People want prompt service when they order by mail. Therefore, a well-run, money-making mail order retail business must carry a large stock, at all times. Spencer Gifts generally carries an inventory between $200,000 and $500,000. This means you don't have to invest one penny for merchandise in advance! YOU WON'T HAVE TO SPEND ONE CENT FOR MERCHANDISE UNTIL YOU GET PAID BY YOUR CUSTOMERS!



Out Of An Initial $200 Investment Grew This Gigantic Mail Order Plant
This is the Spencer Gifts plant in Atlantic City, N. J. containing 63,000 square feet of space and a U.S. Post Office. Hundreds of employees are kept busy filling orders from mailings of Spencer Gifts catalogs.

You Stock No Inventory. Pay for Only What You Sell!
This conveyor system—one of the most modern in the mail order industry—assures prompt handling and service in a warehouse containing generally between $200,000 and $500,000 worth of new mail order products depending on the season of the year. Every item stocked has been tested and proven for merchandising value. We ship your order to your customer promptly.

YOU WON'T HAVE TO SHIP ORDERS

Handling, packaging, mailing—the whole job is taken off your hands—handled promptly and efficiently, as only a big modern shipping department like Spencer Gifts, can do it! What's more, your orders are shipped with your own labels on each package. Your customers get to know you, as a mail order retailer, not Spencer Gifts.

START EARNING MONEY FROM YOUR HOME!

Under one of our plans, an initial investment of less than $50 will get you started in the mail order business! This small investment may be the turning point of your life. And the information is FREE!

Remember, as a franchise dealer, Spencer Gifts will invest in the merchandise, package and ship for you, advise you—step by step —as your business grows and you want to expand.

FRANCHISES LIMITED! ACT NOW!

For full details, sample catalog and franchise application—All Free—Send this coupon NOW . . .

SPENCER GIFTS
WHOLESALE DIVISION
GF-1 Spencer Bldg., Atlantic City, N. J.

FREE—Mail Coupon Now!

SPENCER GIFTS, Wholesale Division
GF-1 Spencer Building, Atlantic City, N. J.

Yes, I want to make money in mail order! Please send me FREE, without obligation, complete details on the Spencer Gifts Dealer Franchise Plan, a sample catalog and franchise application. No salesmen will call.

Name.....

Address.....

City.....*Zone*.....*State*.....

This offer limited to residents of U.S.A. 21 years of age or over.

Entire contents © 1960 Spencer Gifts, Atlantic City, N. J.

Are you a guy who didn't MARRY THE BOSS'S DAUGHTER?

They tell us it's a good way to get ahead. The tough part is . . . there aren't enough bosses' daughters to go around. But there's another way to call your shots.

How? Look at the want ads! Business and industry are crying for men with special training. 60,000 Engineers—Industrial Supervisors, Communications and Traffic Specialists are urgently needed. Demand has never been greater—or salaries higher—for trained people.

With the right kind of training you can step into one of these jobs – write your own ticket. Without it you must compete with a few million other guys who are in the same boat. And, if times get tough, it's not going to be a good boat to be in.

So act now! Choose the education for men who want to get ahead fast. Pick your future from success-proven I.C.S. courses. Whichever field you choose it will be *right* because all I.C.S. courses are developed by business and industry leaders who know what *you* need to know to go places.

You get *personalized* guidance. Earn as you learn. Study in your spare time – at your own pace. And when you get the coveted I.C.S. diploma, it's the frosting on the cake. Chances are by that time you've already been snapped up for a bigger job with a bigger price tag.

Don't wait another day! Choose your course and send for the free career booklets offered below.

For Real Job Security – Get an I. C. S. Diploma! **I. C. S., Scranton 15, Penna.** Accredited Member, National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 67752F, SCRANTON 15, PENNA. In Hawaii reply P.O. Box 418, Honolulu (Partial list of courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning
- ☐ Architecture
- ☐ Arch. Drawing and Designing
- ☐ Building Contractor
- ☐ Building Estimator
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- ☐ Carpentry and Millwork
- ☐ Carpenter Foreman
- ☐ Heating
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

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- ☐ Magazine Illus.
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

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- ☐ Auto Engine Tuneup
- ☐ Auto Technician

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- ☐ Aero-Engineering Technology
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- ☐ Advertising
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- ☐ Practical Telephony
- ☐ Radio-TV Servicing

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- ☐ Diesel Engr. and Fireman
- ☐ Diesel Locomotive

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- ☐ Power Plant Engineer
- ☐ Stationary Diesel Engr.
- ☐ Stationary Fireman

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton Manufacture
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- ☐ Loom Fixing Technician
- ☐ Textile Designing
- ☐ Textile Finishing & Dyeing
- ☐ Throwing
- ☐ Warping and Weaving
- ☐ Worsted Manufacturing

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

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ILLUSTRATED FEATURES

Photos of the Month 13
Ten Driving Wheels ..... H. L. Kelso 16
LIRR Steam-Diesel Roster ..... Savas Stavropoulos 36
Outside the Rulebook ..... "Frog" Smith 38
A Retired Motorman's Paradise ..... Henry F. Unger 44
Water Stop (A gallery of photographs) 52

SHORT HAULS

Missouri Pacific Locomotives ..... Sy Reich 29
Along the Iron Pike ..... Joe Easley 34
Three Ten-Wheelers ..... "Carload Andy" Ospring 35
Present-Day Cotton Belt Roster ..... Sy Reich 61

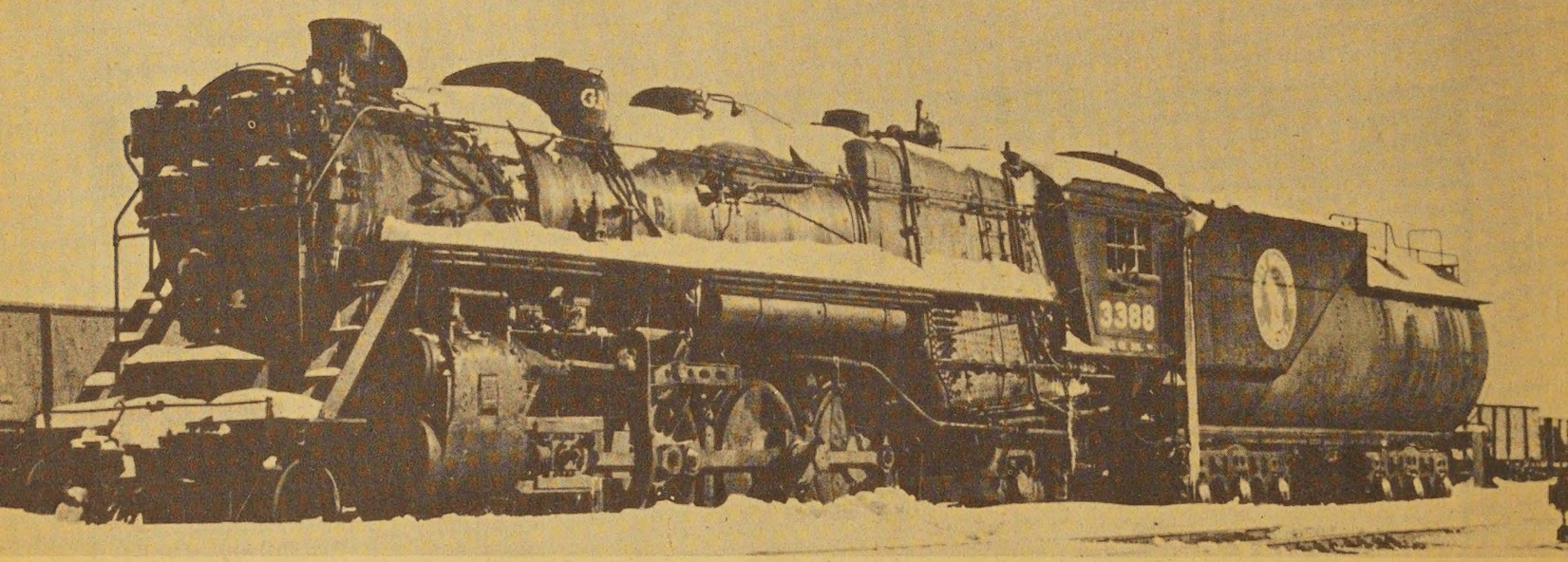
FICTION

Too Long in the Desert ..... Harry Bedwell 46

DEPARTMENTS

Mail Car 6
Information Booth 24
Transit Topics 30
Books of the Rails 50
Railroad Hobby Club 57
The Switch List 63

She died last winter. Great Northern's No. 3388, a Mikado type, is awaiting the blow-torch at Allouez Yards, Superior, Wisconsin.
Earl Seymour photo (from Joe Martinson, 1210 Willmar Ave., Willmar, Minn.)



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You'll soon be happy in a great new job...

...earning BIG money...

...if you start training NOW for success in

AIR CONDITIONING AND REFRIGERATION

ONLY CTI SENDS PARTS AND TOOLS TO BUILD A CONDENSING UNIT!

You could be earning top pay in months. It's mostly a matter of getting your training now. Your best bet is to be a mechanic in the air conditioning and refrigeration field. This industry is growing so fast that *20,000 newly trained mechanics are needed each year.* Over 150 million units are in use; over 5 million new air conditioners, freezers and refrigerators are sold annually. Skilled men are desperately needed for installation and repair work. Be a mechanic! *Mail coupon for free success booklets on CTI's amazing new Home Training Plan.*

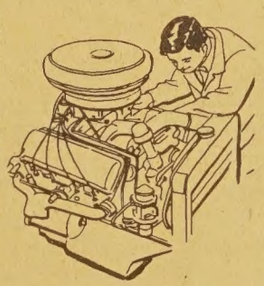
You can earn cash during your training

Because CTI training is so *practical,* you'll soon be making profitable service calls. Perhaps you'll work on your own. Or, you may prefer to get a part-time job with a local appliance dealer or air conditioning contractor. You can add to your present income this way. With extra cash, you can buy additional shop equipment, pay your tuition, even bank money.

You could go in business and be independent

Own a business—and enjoy independence! Thrill to the satisfaction of being the boss. Give orders—not take them! The refrigeration field is ideal for getting started on your own. You can make friends as you make service calls. In time, you'll have a list of potential customers. You can also sign service contracts with food stores, taverns, restaurants, etc. Ever so many CTI graduates have their own successful shops. Most of them began with nothing more than their new training and pluck. You, too, can start small and grow big. Be a business man!

You could get into the profitable new auto air conditioning field



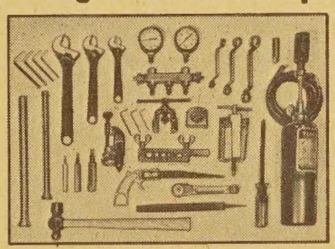
Hundreds of thousands of new cars are being equipped with air conditioners. Auto dealers are advertising for skilled refrigeration mechanics, offering premium pay, to set up service departments. Or, you can go in business for yourself, and contract with auto agencies to do this type of installation and repair. You can make big profits either way.

You learn fast because you practice with real equipment — Get experience

You train at home in spare time. No need to give up your present job; no need to leave home to attend a resident school. *CTI sends 25 kits of parts and tools* to build a heavy-duty, commercial-type, ¼ h.p. refrigeration high-side (illustrated above.) You do 10 trouble-shooting and service jobs—it's almost like field training!

After assembling and working projects with your unit, you may build an air conditioner, refrigerator, freezer, or milk cooler. *All parts and tools are sent without extra charge*—they are yours to use and keep.

You get all these quality mechanic's tools



You get special "tools of the trade" as part of your training. Included is a pressure gauge, vacuum gauge and testing manifold. You'll use these tools to assemble and test the condensing unit. Thus, you get not just tools—*but equipment to practice with.* (Why settle for one without the other?)

You must look into your opportunities

Thousands of CTI graduates (and students) tell us they are getting better jobs, earning more money, working steady. Many are going in business. It is surprising how many report the best benefit of all is that they gained self-confidence. With so much at stake, can you afford to neglect *your* opportunities? Isn't it worth a few minutes of your time to *find out?* Just fill out and mail the handy coupon! Be sure to act today.

This is the home of CTI, one of the world's great home study schools. Through this Institute you receive "training you can trust." Over 40,000 career graduates from coast to coast.

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Send me your two opportunity booklets, *Success in Air Conditioning & Refrigeration,* and *Lesson Sample.* Both FREE.

Name_____ Age_____

Address_____

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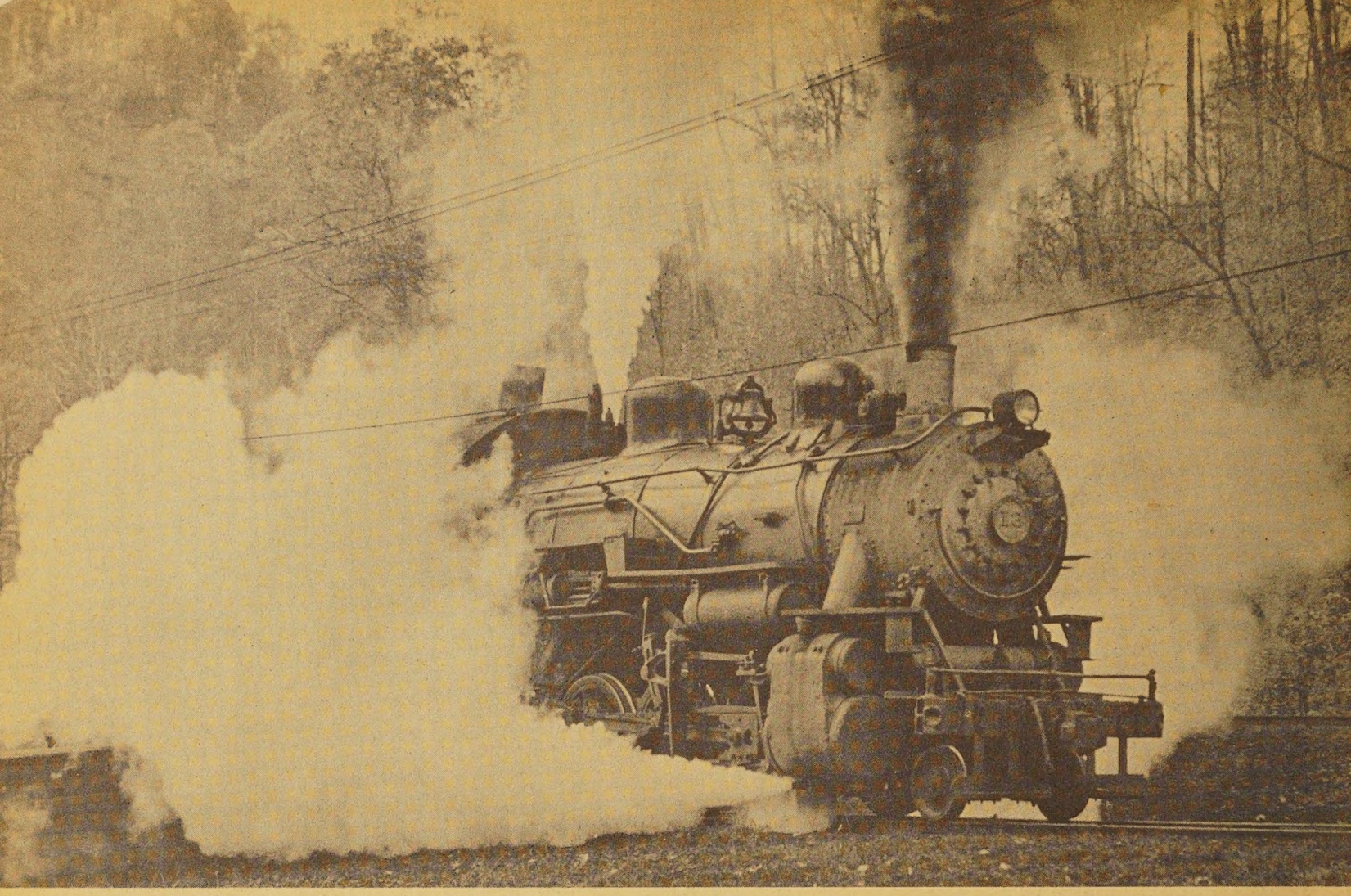


Buffalo Creek & Gauley No. 13, a 2-8-0 type, blowing out her cylinder cocks at Dundon, West Virginia, last November.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

ALTHOUGH the Mikado pictured on our cover was a Class J-A of the Chicago, St. Paul, Minneapolis & Omaha, in the Chicago & North Western system, she is shown leaving Minneapolis on Great Northern tracks that cross the Mississippi River. The bridge, used mostly for freight, is a mile or so upstream from Jim Hill's famous stone arch bridge over which passenger trains run. Upper left: GN passenger station, which also serves the NP, the Burlington, the M&StL, the CGW, and the Omaha line. Upper center: a steam generating plant.

Our artist, Patrick M. McMahon, 521 Congress St., Eau Claire, Wis., comes from a railroading family. His father is Marshall J. McMahon, a C&NW locomotive engineer on the Twin Cities Division. Pat picked the 413 for his first *Railroad* painting because "the old man" had made his first pay trip on that engine long, long ago.

Alco built her at Schenectady in 1916. Originally Class J, she was converted to J-A in the St. Paul shops. She had 64″ drivers, 27x32″ cylinders, and Baker valve gear. Conversion raised her steam pressure from 185 pounds to 200 and her tractive effort from 60,125 pounds to 62,000. It also added an inch to her original length, 49′ 3⅛″.

Nicknamed *Jonah* because of her accident record, the 413 spent nearly all her time on the main line between the Twin Cities and Adams and Elroy. She ran into a washout April 13, 1934, on Hudson Hill, sending to glory all three men in her cab. Later she turned over near Roberts, Wis., but without casualties. In 1956 she was scrapped. •

TRACK velocipede pictured in our June issue evokes memories for Claude Oberholtzer, 819 W. Elm St., Norristown, Pa. "In 1901 I rode such a vehicle 20 miles every day," he writes, "working for the old Philadelphia & Reading. We were called oil monkeys because each morning I extinguished the oil lamps in the banjo signals on a 10-mile section between Lansdale and Perkasie, then I cleaned the lamps and filled them with coal oil, and each night I would light them. In those days they showed white for clear, but the clear signal was changed to green about the time I went into engine service in 1902." •

SHE could have become the Nickel Plate's first lady train dispatcher if she had waited just a little longer. But Miss Emmabelle Myers, NKP telegraph operator, preferred to become an actress. Roy V. Myers, the father of this slim blue-eyed blonde, was the NKP telegrapher-agent at Sidney, Ind. He taught her Morse and a station agent's work. The girl learned quickly and was soon handling such hot telegraph jobs as Chicago, Stony Island, and Cleveland.

Michaele Myers

One sub-zero winter morning, with snow piled high, she rode into Sidney

Albert Dorne

Norman Rockwell

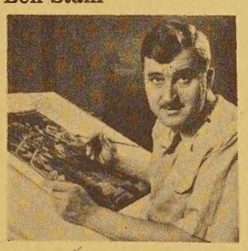
Al Parker

Jon Whitcomb

Austin Briggs

Ben Stahl

Fred Ludekens


Robert Fawcett

Harold Von Schmidt

Dong Kingman

Peter Helck

Stevan Dohanos

*We're looking for people who like to draw

If you like to draw, America's 12 Most Famous Artists want to help you find out whether you can be trained to be a professional artist.

Some time ago, we found that many men and women who could (and should) have become artists never did. Some were unsure of their talent. Others just couldn't get top-notch professional art training without leaving home or giving up their jobs.

A Plan to Help Others

We decided to do something about this. Taking time off from our busy art careers, we pooled the extensive knowledge of art, the professional know-how, and the priceless trade secrets which we ourselves were able to learn only through long and successful experience.

Illustrating this knowledge with 5,000 special drawings, we organized a series of lessons covering every aspect of drawing and painting . . . lessons that anyone could take right in their own homes and in their spare time. We then perfected a very personal and effective method for criticizing a student's drawings and paintings.

Our training works well. It has helped thousands find success in art.

Herb Smith was a payroll clerk. Soon after he started studying with us, he landed an art job with a large printing firm. This was four years ago; today he's head artist for the same firm.

Gertrude Vander Poel had never drawn a thing until she enrolled with us. Now a swank New York gallery sells her paintings.

Father of 3 Starts New Career

Stanley Bowen had three children to support and was trapped in a "no-future" job. By studying with us, at home in his spare time, he landed a good job as an advertising artist and has a wonderful future ahead.

Edward Cathony worked as an electrical tester, knew nothing about art except that he liked to draw. Two years after enrolling with us, he became Art and Production manager for a growing advertising agency.

With our training, Wanda Pickulski was able to give up her typing job and become the fashion artist for a local department store.

Earns Seven Times as Much

Eric Ericson worked in a garage while he studied nights with us. Today, he is a successful advertising illustrator, earns seven times as much and is having a new home built for his family.

Lee Ashby of Toronto writes: "I'm losing count but I believe I've painted 80 and sold 60 pictures since beginning your wonderful course."

Even before he finished our training, schoolteacher Ford Button had sold a monthly comic strip to one national magazine plus panel cartoons to a host of other magazines.

Send For Famous Artists Talent Test

To find other men and women with talent worth developing, we have created a special 12-page Art Talent Test. Thousands of people formerly paid $1 for this test. But now our school offers it free and will grade it free. People who reveal talent through this test are eligible for professional training by the School. Simply mail the coupon today.

Famous Artists Schools
Studio 5171 Westport, Conn.

I would like to find out whether I have art talent worth developing. Please send me, without obligation, your Famous Artists Talent Test.

Mr.
Mrs. _____ Age____
Miss
PLEASE PRINT

Address_____

City_____ Zone____

County_____ State____

from South Whitley on the signal maintainers' rail motor car. Arriving home almost frozen, she said: "Dad, I'm glad I'm an operator and not a signal maintainer." Some time afterward, just before Emmabelle went on duty at Continental, O., a carload of wheat broke loose from a fast freight and plunged headlong into the depot, filling her office. Temporary quarters were set up for her to carry on train-order and message communications.

Both the division superintendent and the chief train dispatcher were disappointed when Emmabelle resigned to study dramatics. They had planned to make her a dispatcher. So far as we know, there have been only three female train dispatchers in the history of American railroading.

The girl changed her name to Michaele and began a brilliant stage career. She has been the leading lady in several big hits. Currently in the role of Mrs. Eleanor Roosevelt, she is playing opposite Ralph Bellamy in *Sunrise at Campobello*, the prize-winning play that deals with F.D.R. during the years 1921-'24. Michaele lives at 27 Grove St., New York City. Her father retired last December but both her brother, Richard, and his wife, Christine, are active Nickel Plate operators. They might have been working under Emmabelle today if she hadn't become stagestruck. ●

LAST WINTER, when Mrs. Eleanor Roosevelt was riding an airliner en route to New York, heavy snow forced the plane to land off its course. She then boarded a bus. The bus stalled in a blizzard at Claysville, Pa., near the West Virginia border. A State Police patrol car picked up the former First Lady and took her to Pittsburgh, from which she completed her trip by a Pennsy train. The journey would have been much easier if she had traveled by rail the entire way.

Also last winter, Walter Woehl, conductor of a Canadian National freight train crossing the International Railroad Bridge over Niagara River, saw two boys adrift on an ice flow and notified the Black Rock yard office. But the lads managed to reach shore before would-be rescuers arrived, reports Wm. C. Kessel, Hamburg, N. Y.

On the Norfolk & Western, about two miles north of Walkertown, N. C., train 55 was proceeding through a snowy landscape one day last March when Brakeman George Weaver spotted a log cabin in a hollow nearly covered with snow. A woman standing at the doorway was holding a piece of paper in which she had written one word, "Help." When the train reached Winston-Salem, 16 miles away, the sheriff was notified and two deputies drove and walked to the cabin. Inside they found an aged couple, Mr. and Mrs. H. R. Shreiber, who had been four days without food or heat. The next time train 55 passed that cabin the crew saw another sign hanging out. It read, "Thank you and God bless you all." ●

MY DADDY is a railroad man," says Miss Judy Bush, 113 Carnation Ave., Metaire, La., referring to A. Floyd Bush, Louisville & Nashville freight conductor. Her father began railroading in an unusual way. For 18 years he had been running a hotel and restaurant for railroaders at Ravenna, Ky., where three divisions meet, but sold them in 1944 and went braking. Because he had acquired so much knowledge from long contact with railroad men, he made only one student trip before being put on the L&N payroll. Standard practice was for a new man to make *two weeks* of student trips. (Editor asks: How many of our readers made only one student trip?)

Judy Bush

Judy's father recalls an August day when he'd been on duty continuously for 16 hours and his train tied up according to law. There was no food in the caboose except a dozen eggs. Having stopped beside a cornfield, the hungry crew helped themselves to 18 large ears, which they boiled, along with the eggs. A few days later, when they again reached the same place, Bush told the farmer what had happened and offered to pay for the corn.

"Forget it," said the farmer. "But I wish you had mentioned it at the time. I cut a country ham that day and would have been glad to feed you."

On another occasion Bush was responsible for the award of a Carnegie medal to a Negro boy who had saved a handicapped child. The cripple could not have got off a trestle alone in front of an oncoming train, but the Negro went to the rescue at the risk of his own life. Judy's father, who was in the train crew, later walked a mile to get certain information which led to the gold medal. No wonder Judy is proud of her dad. ●

SEVERAL railroad tunnels are equipped with gates to protect against the weather. The oldest one in Canada, opened in 1860, carries a Canadian Pacific spur track under the city of Brockville, Ontario, and has a gate at either end. The gates are closed each night during stormy weather.

Two tunnels—one 13,090 feet long and the other 4,910—on the Alaska Railroad's Whittier branch, completed in 1942, were built with doors at each end to keep out the snow. The 13,090-footer is the fourth longest railway tunnel in America. Its doors are 21 feet high, swing inward, and are equipped with winches and cables so that one man can operate them. ●

IT HAPPENS now and then. Some well-meaning fan, carried away by enthusiasm, writes us a long, detailed letter about the grandiose project he hopes to organize. Maybe a club, a museum, a steam road, or a sure-fire way to save the rail industry. He wants our readers to finance it. His letter expresses confidence that if only we will publicize his pipe-dream the public will flock to its support. This magazine is glad to indorse bona fide railfan projects but will not solicit money for any one person's wishful thinking. ●

DOWN in the piney woods of East Texas, near Lufkin, the morning mists twice a week carry the sounds of a steam locomotive, Angelina & Natchez River No. 10, as handsome a Baldwin mike as you'd ever want to see. Painted maroon, gold, and black, she is kept smartly polished. Joe Carlson and Harold K. Vollrath fell in love with her. Joe studied telegraphy in the C&NW depot at Odebelt, Iowa, in 1926 and has been a railfan ever since. H.K.V. is a Louisiana & Arkansas train dispatcher. (Portrait on page 62).

One day those two fellows rode the 10-spot's cab as she hauled logs to the big sawmill at Keltys, Texas, and recorded everything they heard on that run. Well, sir, it sounded so fine that they made a hi-fi LP disk of it, entitled *A Symphony in Steam*. We have one. It's real. No phony dramatics. We find it soothing after a busy day in the office. Harold Vollrath, 2524 Meriwether Road, Shreveport, La., sells it for five dollars postpaid. ●

BOB RICHARDSON, proprietor of the Colorado RR. Museum, Golden, Colo., visited Guatemala recently and saw the ex-Uintah narrow-gage Mallets operating there on the International Railways of Central America. Those Mallets were not sent to Peru as our June issue stated. Incidentally, the Colorado Museum has acquired, in addition to its other equipment, the old D&RG business car K that the Uintah owned for years and was using at the time of its abandonment. It is in good shape but needs 3-ft.-gage passenger-car trucks? Where can he buy 'em? ●

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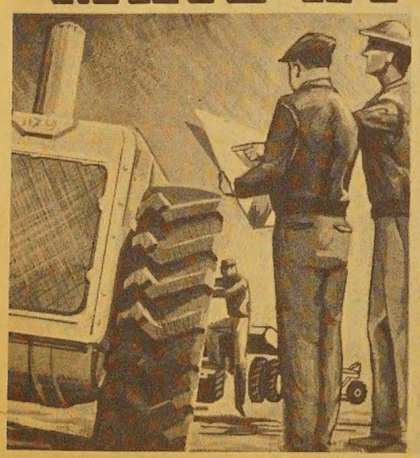

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THE JOB of building a new railway to connect with the Pacific Great Eastern just north of Prince George, B. C., and extend to the Yukon border is slated to start this June, the builder being Wenner-Gren B.C. Development Co. One of the directors of this company, Einar Gunderson, is PGE executive vice president. Our news comes from Ernie Plant, 6344 Argyle St., Horseshoe Bay, B. C., Canada, president of the PGE Boosters, which is operating a/ PGE excursion early in July at a cost of $75 per head plus meals. ●

WHEN the soft coal strike was on in the spring of 1939 and stocks of soft coal were running low, the Reading Company returned to the use of anthracite in a big way, recalls Warren D. Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa.

Says he: "They mixed ridge or buckwheat size anthracite with 20 percent bituminous coal as contrasted with the regular diet of 80 percent soft coal and 20 percent fine anthracite. The mechanical stokers worked well with the regular diet but not with the new combination. So the hogger had to run down the road until his engine slowed down for lack of steam, then pull up and blow her hot again. This he repeated again and again, to the accompaniment of cuss words, until he got to the end of his run. But hand-fired engines with shaker grates could handle any amount of fine sizes of coal." ●

I KNOW of two trackside graves in this area," writes Avery F. von Blon, Jr., Box 8422, BU Station, Waco, Texas. "One is on the Katy at Red Rock, Tex., and the other is on the old San Antonio & Arkansas Pass segment of the Texas & New Orleans west of Eagle Lake. Also, there is a monument at a site near where Maj. D. W. Washburn, a Mr. Stoll, his wife, and son were killed one night while the two men were helping to build the Katy. A construction train shoving back to a siding hit the handcar they were riding. I took a photo of the monument." ●

RECOLLECTIONS of railroading in the early 1900's on the old Portland & Rumford Falls (now part of the Maine Central) come from a retired boomer, Gilbert J. Fournier, 1600 State St., Santa Barbara, Calif.

"When I went braking on the P&F the terminus at Rumford, Maine, had a 12-stall roundhouse, car shops, and general offices," he recalls. "We had two switching crews, working respectively in the upper and lower yards. There was no spare board for either road or yard crews. Trainmen had yard and road rights. Usually we reported for duty at 6:30 each morning in charge of a foreman or conductor. Half the men were eligible to work on one switcher crew, the rest on the other crew. The way freights had their regular men.

"If a crew was needed for a round trip to Bemis for a pulpwood extra, a conductor and two men were taken off a switcher and put on that job. Then maybe a little later a crew was called for a round trip to McFalls, and three more men went out on the road. Maybe another crew would get a round trip to Chisholm Yard with a log train. We hauled full-freight logs to the paper mills on so-called log bunks with long spruce-wood reaches and iron slats to couple onto the bunks with link and pin. A log train, all loaded, could be at least a quarter-mile long, but when empty the length would be only about 10 or 12 cars.

"We didn't do much flagging unless we were on the time of a regular train and then, Lord help the poor soul who delayed a passenger train! If you had a heavy train and stalled on a hill and there was no regular train following you, the hogger might decide he could haul them over by trying again. He'd whistle three short blasts and push his train back far enough to where he thought he could wheel her over the hump. Then the fireboy would get up a good head of steam and a boiler full of water and off you'd go. Many a time the hogger got her up to the summit on the second try.

"In summer, the brakeman would be on the pilot when the train was just creeping over the hill. When he thought the engine looked as if the drivers might slip he'd pile off, grab a shovel, and throw sand on the rails. In the winter we just sat in the cab and prayed for God to help us push.

"On the Chisholm-Canton branch, where I worked, there was no such thing as tonnage. We grabbed everything there was to go, as long as it was possible to start the train. Coming out of Gilbertville, where we made up our train, when we were ready to move, we'd back away by the yard. As we had two wye switches to line up from the main line to the branch (the north leg of the wye), many a time I ran about half a mile to line up the switches. Then I'd catch onto the caboose where the train waited for me. The Lord blessed me with long legs and, believe me, they came in handy those days. Also I had lots of wind and a good pump. I was only 16 then but was big and strong.

"One day we had been working since 6 a.m., had eaten lunch at 11 a.m., and that night we were at Gilbertville. The conductor left me to load the way freight that went with us, while the rest of the crew walked ahead to make up the train.

"I'd never been so hungry before in my life. As we were hauling lots of groceries in boxes, I foraged around for something to eat. Spying a sugar barrel with a burlap top and a hole in the burlap, I shoved my big fist in and pulled out a bottle of beer. Well, I looked again and found a large raw onion. That, my friends, was the most enjoyable meal I've ever eaten, for I sure was hungry.

"We finally got back home at 3 a.m. and showed up for work three hours later, as there was no 16-hour law then. Good old days? I don't know. But I'd sure like to be young again and start all over." ●

THE STORY is told of a Vermont farmer visiting New York for the first time. Arriving at Grand Central Terminal, he strolled through a passageway to the New York Central's adjoining Hotel Commodore, took a room there, and returned to the Terminal for lunch at the downstairs oyster bar. That evening he had dinner in the hotel, then took in a show at the newsreel theater in Grand Central. The next day he visited the Terminal's shops and exhibits, and finally boarded a train back to Vermont.

"Did you like the big city?" his wife asked.

"Sure did," said the farmer, "but I was mighty surprised to find it had a roof over it." ●

BRIEFLY SPEAKING. It is interesting to compare the last part of "Outside the Rules" (page 38) with "The Story of Three Ten-Wheelers" (page 35). Both authors are old retired enginemen. Each writes understandingly about the way his father handled a certain locomotive.

Two teen-agers were arrested the other day at Hudson, N. Y., for delaying six New York Central passenger trains with a piece of string. The twine had been strung from a protective wire screen that crossed the main line to a signal tower, the screen being wired to alert train crews to rock slides. A train hit the string, activating red signals. Finding no rock slide, the engineer notified authorities, and the boys were nabbed. Meanwhile, six trains had been held up.

"Don't ever again refer to a mechanical stoker as an *automatic* stoker," writes Jim Howard, former New York Central fireman, 261 Midlane Drive, Hilliard, Ohio. "It is not accurate."

First use of microwave to transmit traffic control signalling in the United States became effective recently on a 68.9-mile stretch of Santa Fe Railway track between Barstow and Mojave, Calif. The dispatcher at Fresno, Calif., 180 miles from the nearest point involved, controls trains. Movements are recorded on his control board by a series of lights. From this remote spot, signals and switches are changed to permit meets at sidings, thus increasing the capacity of single-track operation.

Just 46 years after S. E. Walker took his wife and daughter on a Louisville & Nashville train ride from South Pittsburgh, Tenn., to Bonham, Tex., his conscience bothered him so much that he sent a $15 check to the L&N, explaining that he'd been undercharged for the 1914 trip.

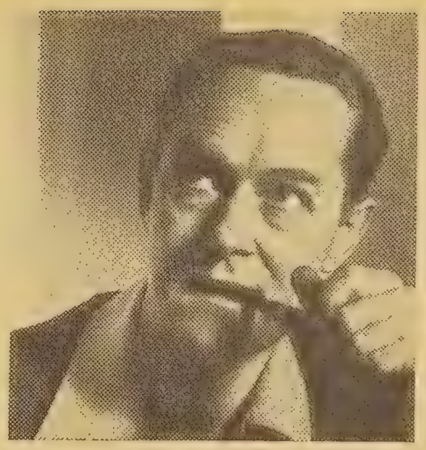
The lowest passenger fatality rate in its history was recorded for 1959 by the Association of American Railroads, only one passenger being killed in a train accident. Nine others died in "train service" accidents—those over which railroads have little or no control, such as people trying to board or leave moving trains. Compare this record with the 198 fatalities reported by the Civil Aeronautics Board for domestic airline travel last year, not to mention the slaughter on highways.

Want to buy a water tank (capacity, 40,000 or 60,000 gallons) that formerly serviced steam locomotives? The Canadian Pacific wants to sell those at London (Quebec St.), Chatham, Tilbury, Goderich, Ingersoll, Tillsonburg, Orangeville, Sehlburne, Saugeen, Durham, and Markdale. The *Upper Canada Ry. Society Newsletter* wonders if the Markdale tank is the only one left in North America that utilizes a windmill in maintaining its water level.

"The first thing I look for in your magazine is any true episode of early railroading and I would like to see more material about shortlines, past and present," writes K. M. Smith, Sr., Chesapeake & Ohio yardmaster, 758 Maple St., Fostoria, Ohio.

"The only time I ever saw any wood-burning locomotives," says D. F. Morgan, 3595 Olive St., Lemon Grove, Calif., "was in the summer of 1911 when I was working on the Milwaukee Road and they were doubletracking through Iowa. A contractor had two standard-gage dinkies hauling dirt on the high fills in the vicinity of Madris. In those days the grade of coal used by many railroads was so poor that enginemen called it *rock* or *real estate*." ●

I dreamed about being a writer . . . and now I am!



For years it was my big ambition. But what chance did I have? No college education. No exciting experiences. No famous relatives. Then I saw an ad for Palmer Institute which told how others with no better background were succeeding. Office workers, executives, soldiers, housewives, mechanics, teachers, etc. Making good money—spare time or full.

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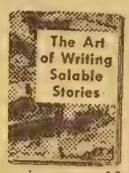

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This development, announced by the Department of Defense, underscores once again how the needs of the nation are met by the railroads—the backbone of our transportation system in war and peace.

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PHOTOS OF THE MONTH

Signal Maintainer Bill Coe covers 36-mile stretch of Milwaukee Road's Iowa Division, part of world's longest CTC system under one operator, 331 miles across the state from the Mississippi to the Missouri River.
The Milwaukee Road Magazine

The Reading's Iron Horse Rambles, with steam power, which were extremely popular in 1959, are being continued this year. Photo shows No. 2124 with a 15-car train at Valley Forge, Pa.

Bud Rothaar, 757 Pierpont St., Rahway, N. J.

Recently modernized Louisville & Nashville yard at Goulding, Fla., takes on new importance as center for repairs, servicing, and car handling on the road's south end. We see locomotive No. 916 head into the shop for speedy servicing.

M. J. Robards, The L&N Employes' Magazine

TEN DRIVING WHEELS

by H. L. KELSO

Mighty but Not Glamorous, Those Engines Made History, Mostly by Hauling Freight

LET'S GO back to the railroad town of Trinidad, Colorado, in 1903. Trinidad lies at the foot of the Raton Mountain's eastern slope on the far-flung Santa Fe system. Around the turn of the century it echoed and re-echoed to the thunder of 2-8-0 locomotives wheeling the yellow empties westward or hammering over the frogs and out into the wilderness with never-ending strings of eastbound loads.

Every drag from the East seemed to be freighted with new power for either the desert or New Mexico division. Experienced boomers converged on Trinidad from all over the Union to run the foaming Consolidation types, and a few drifted down from Canada.

They climbed the forbidden Raton by day and by night, in blazing sun and howling blizzeard, and sometimes with curses on their lips for the faultiness of machines, the stupidity of dispatchers, or the harshness of Nature. Many stayed on the Santa Fe and married white-aproned Harvey House girls. Others left for greener pastures, and still others went to glory in or under their engines. But the strain continued.

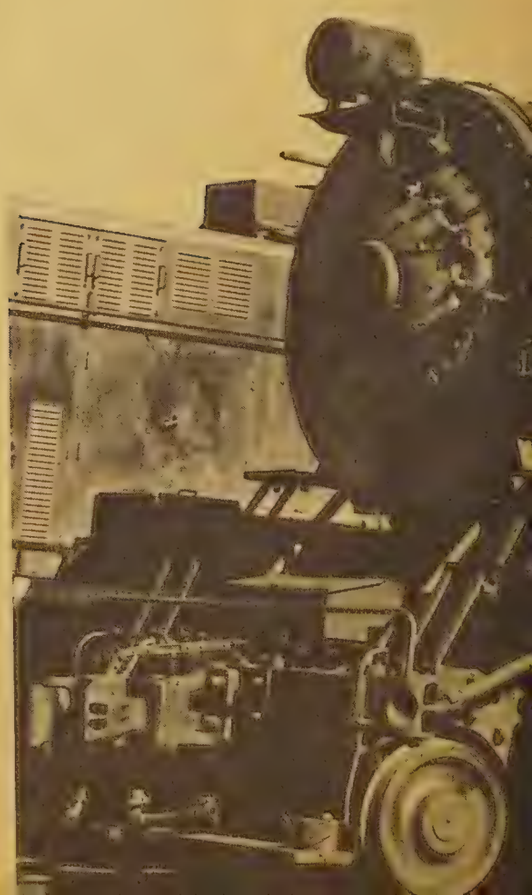
One soft October day in 1903, when the slopes flamed with red and yellow foliage, a haze filled the air, and V-shaped flocks of wild ducks were flying southward, you could have heard a strange engine whistle, a melodious chime, calling for signals at the east end of the busy Trinidad yard. And you could have seen, as did the off-duty enginemen loafing around the yard, a gigantic new locomotive, the 988, roll up to the grimy coaling station.

She had, it was noted, a big cylinder above a smaller cylinder and twelve wheels, ten of them coupled together. Eyebrows lifted, tongues jabbered. The 988 would provide a lively subject for sandhouse gab.

Thus the world's biggest rigid-frame engine came to the Raton. Her gar-

Photographed by the author in 1949

Facing Tehachapi Mts., a 2-10-2 boosts an extra west out of Mojave, Calif.



gantuan size created difficulties. Unable to negotiate the tunnel on the eastern slope, she was partly stripped and assigned to pusher service at the tunnel's western portal.

Her good performance impressed the brass collars. The New Mexico Division had got its teeth into something that could really pull. Hordes of laborers enlarged the tunnel, allowing the Leviathan to work both east and west over the mountain.

Number 988, one of two Alco-built 2-10-0's, Decapod types, proved to be the forerunner of the mighty 2-10-2's that began to burnish the Raton rails early in 1904. Their advent silenced the granite crags where mountain goats romped and bald eagles nested. No longer would the lofty peace be shattered by the ear-splitting crash of single-expansion exhausts. The low throaty growl from the new tandem compounds evoked only minor echoes, if any at all.

A difference in steam distribution explains the "low throaty growl." The simple engine, even one with four cylinders, gets her steam direct from the boiler to all (or both) cylinders. On the other hand, the steam in a compound engine goes first to the high-pressure cylinders and then is channeled to the low-pressure cylinders for re-use before being exhausted from the stack. Twice-used steam is obviously cheaper than once-used steam. Compound engines were known as "wheezers" because of the soft, muffled exhaust resulting from nearly-spent steam shooting up the stack from low-pressure cylinders.

The tandem compound is a four-cylinder, rigid-framed locomotive. Her steam distribution is attained by a pair of cylinders on each side. The high-pressure cylinder is placed directly ahead of, and in line with, the low-pressure cylinder. Pistons of both cylinders are attached to a common piston rod which, in turn, is fastened to the crosshead.

With the Raton tunnel enlarged, Santa Fe motive power men boldly designed a freight-hauler even more powerful than the 988 and her two sisters, one with the firebox supported by a two-wheel trailer truck, and ordered a batch of them from Baldwin Locomotive Works. Being the first 2-10-2's ever built, the newest engines were dubbed Santa Fe types, and the name stuck.

According to Roy Leibengood, who used to work over Raton, the type actually stemmed from the 987, which had a bad habit of jumping the rails on curves. That tendency was cured by adding a pair of trailing wheels to the big Decapods. Incidentally, the early 2-10-2's were numbered in the 900 and 1600 series. All were tandem compounds, except No. 1600, a single-expansion locomotive.

"Those engines were not glamorous," Roy tells us. "They were ungainly. They had no automatic stokers, not even air-operated firedoors. Their oil headlights were replaced later by arc lights which generated a light ray by a stick of carbon suspended over a copper cathode. Whenever the carbon 'froze' to the electrode, as it did occasionally, the fireman would clamber out to the front end to disengage them. With the engine running, it was like going out to light an oilburner on a windy night. Ah, those were the days!

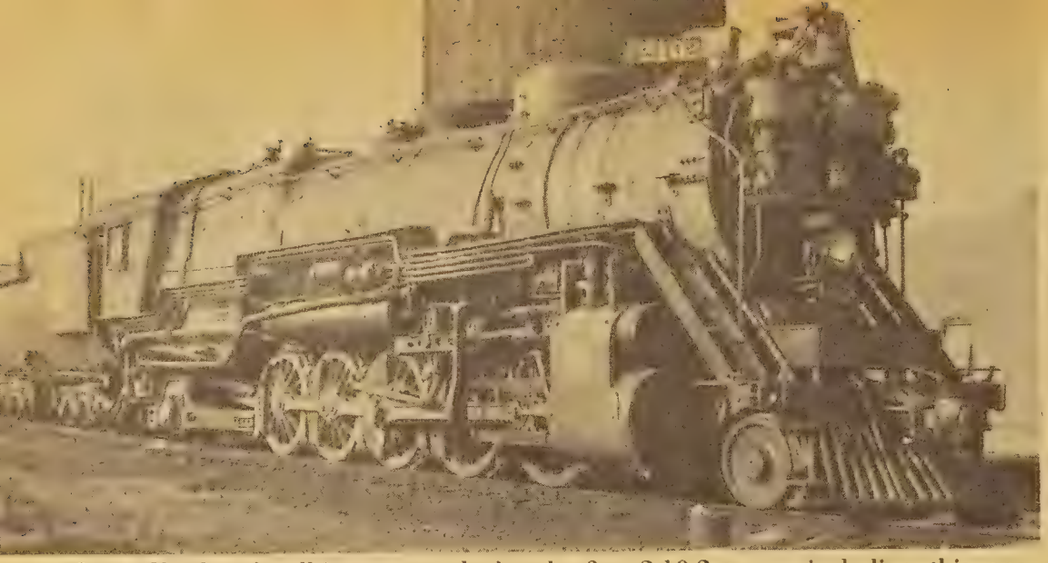
"The early engines' lack of beauty meant nothing to Sante Fe management, their pulling power being paramount. Speed wasn't important, either. One day a '900' got away from her hogger on Glorietta Mt. and rolled downhill so fast that she whipped the caboose and several cars off the rear end. Fortunately, nobody got hurt. The huge machine didn't even strip her rods."

Roy fired out of Raton in 1907, 1908, and part of 1909. "That was a tough job," he recalls, "hard work, long hours, and little pay. But railroading was in my blood and I loved it."

Ten years after our story opens, the Santa Fe rebuilt ten 2-10-2's, classes 900 and 1600, into big 2-10-10-2's by adding low-pressure 0-10-0's obtained from Baldwin. Those were the world's heaviest Mallet compounds. They were dear to the enginemen's hearts because the greater weight on drivers meant higher pay per trip. But those colossal hogs were colossal failures. Cut up in 1915 and rebuilt as twenty 2-10-2's in the 3010 and 3020 series, they performed well until the late '40's, when they were scrapped.

Walter Bennett tells about one of the

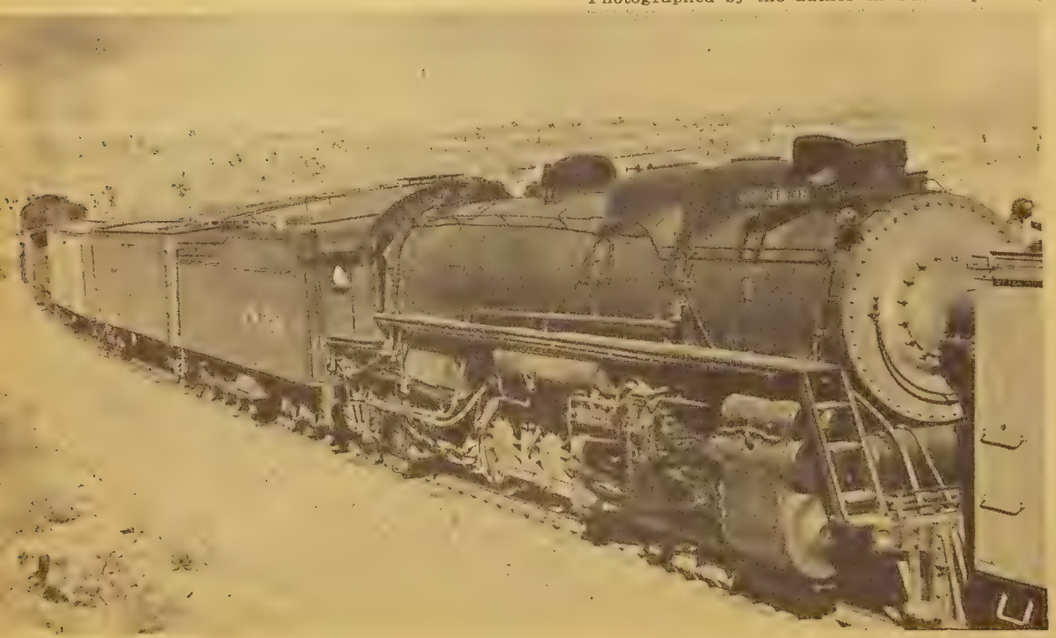
Built by Baldwin in 1904 as a tandem compound and later converted to simple, 984 was photographed at Kansas City in 1948.
Charles E. Winters, 3717 E. 49th St. N., Kansas City, Mo.



Great Northern's alltime roster had only five 2-10-2 types, including this one.
Ronald V. Nixon, 2004 Wylie Ave., Missoula, Mont

The first of three locomotives wheeling a freight on a very hot day in Cajon Pass.
Photo by the late H. Sullivan

The Santa Fe's 3800 series were, perhaps, the most superb of all the 2-8-2's.
Photographed by the author in Tehachapi Pass



3010's. Many years ago Walt was a Santa Fe fireman; today he's a Hollywood movie producer.

"I was firing that night for an Irish hogger," he recalls, "and as we came into Needles, California, our way was blocked by a burro that had wandered onto the track. Well, sir, we didn't want to hit that jackass, but we did, and she took an Esther Williams high dive into an arroyo far below the track, reaching bottom D.O.A. (dead on arrival).

"That was no ordinary burro. She belonged to the division super's son and rated special trackage rights. My engineer wrote out his report with some misgivings, stating we had seen a dead burro as we entered the terminal. At the investigation which followed, we were called unofficially on the carpet. The wily Irishman got us both off by saying that any burro, if she wanted to, could easily outrun a 2-10-2."

Although the 2-10-2's gave excellent service, the Santa Fe did not buy any more of them from 1913 till 1919, at the end of World War 1, when they acquired the potent 3800 Class. That series, 3800-3840, were perhaps the finest of the type ever built. In the waning days of steam power they were used mainly as helpers on the rugged Cajon Pass, the Tehachapis, and other steep grades.

One of them, No. 3829, was equipped experimentally with a four-wheel trailing truck, making her the first 2-10-4 ever designed. Even so, the 2-10-4 is commonly known as the Texas type because the Texas & Pacific was the first road to purchase locomotives with this wheel arrangement.

Now we come to a great publicity stunt. It started on a gay spring morning in 1922 when the sun was warm and robins were looking for worms on the lawns of modest houses at Eddystone, Pennsylvania, where employes of the Baldwin Locomotive Works lived. Big Sam Vauclain was looking, too—but not for worms. The boss of the Baldwin plant gazed out his office window at a batch of huge new freight engines spotted on the shining tracks that fanned out from the erecting shop.

Handsome they were, freshly painted and bearing the legend *Southern Pacific Lines* on the bulging plates of their Vanderbilt tanks. They represented a substantial part of an order of fifty 2-10-2 freight-haulers that the SP had ordered the year before. Now, with business as dormant as Chessie in a

Only a year and a half ago Colorado & Southern 2-10-2 No. 902, with 19 cars and caboose, was photographed at Altus, Wyo.
R. R. Malinoski, 246 Madison Ave., New Milford, N. J.

Pullman hammock, the Baldwin plant had concentrated upon production of the SP locomotives, and since the road had no immediate use for them, the output remained intact.

Eyeing the new behemoths with paternal pride born of having sketched the first 2-10-2 design in a Santa Fe business car at Trinidad some thirty years before, Vauclain had a sudden inspiration. He picked up one of the battery of phones that stood on his broad oak desk and buzzed the transportation manager.

"Garrett," he said, "about these Southern Pacific 2-10-2's, how many of them could we deadhead to the Coast in a solid train?"

There was a thoughtful pause. Engine builders have never had the habit of sending out trainloads of locomotives. Once a purchasing road assigns an order, it usually wants the individual units delivered as soon as posible. The new engines go their way in ones or twos.

W. A. Garrett was cautious. "I can't say, Sam," he told the president. "We plan to route them by the Pennsy, the Cotton Belt, and the SP. Possibly they'd handle twenty in one batch—that's 4000 tons. But I don't remember our ever having shipped so many units together."

Vauclain chuckled. "Garrett," he said, "you're slipping. "How about that 480-ton train of Forneys we sent to Chicago in 1892? We put 'em back of old 82 and had the whole country talking 'Baldwin' for a month. That was good publicity and there's no reason why it won't work again. Now here's what I have in mind. You get on the wire and contact Southern Pacific. Tell 'em we want to couple up just as many of these 2-10-2's as they're willing to take in one batch. We'll run them over the road in a display of power like nothing ever seen before. Beat the drums at every division point; point out that this train is a symbol of one railroad's faith in the future—of returning prosperity. Prosperity, that's it. We'll call it the *Prosperity Special.*"

And so on Friday noon, May 26, 1922, the strangest of all extras clanked slowly and magnificently out of Eddystone. As Garrett had predicted, the Pennsy, the St. Louis Southwestern, and the SP restricted the 2-10-2 "engine train" to 4000 tons, routing it over trackage with adequate bridges and ample clearance. (The locomotives stood 16 feet 4 inches above the rails and had a breadth, between cab boards, of 10 feet 10 inches.) Together with the three Pennsylvania L-1's assigned to it, the *Prosperity Special* measured 2000 feet in length and represented more than a million and a half pounds of tractive effort.

We'd like to see the train-sheets of the three roads that showed the triumphal progress of this unusual manifest. The *Special* pulled to a stop at Exposition Park, Los Angeles, on the warm summer night of June 30th. A bottle of champagne, crashed against No. 3671, heralded the end of the long parade of ten-coupled engines, and the spectators cheered.

The term *ten-coupled* applies to a steam locomotive having five pairs of driving wheels, all actuated by a common set of main and side rods. This means a total of ten drivers. In some foreign countries a 2-10-2 would be designated a 1-5-1, based on axles rather than number of drivers.

If space permitted we would go into

Baldwin's much-publicized *Prosperity Special:* train of Santa Fe types for the SP, with Cotton Belt 762 on the head end.
Baldwin Locomotive Works

Central of Georgia locomotives 701 (2-10-2) and 458 (4-8-2) pull a 123-car train.
S. F. Lowe, 1231 Niles Ave., N.W., Atlanta, Ga.

Photographed in 1950 by David Plowden

Missouri Pacific (ex-Wab.) 2-10-2, used on hill, Tower Grove to Kirkwood, Mo.

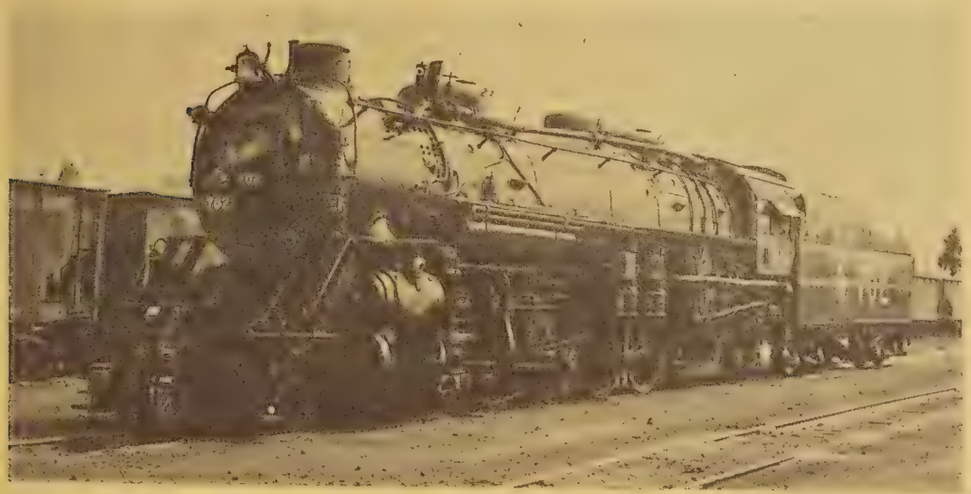
details about the Baldwin-built 2-10-2's that saw service on the Paulista Railway in Brazil's aromatic coffee region shortly before 1922. Built for meter-gage (3 feet ⅜ inch) track, they were the first engines of that wheel arrangement to run in South America. And we would tell about the handsome Alco-built Santa Fe types operating in the Philippines.

As for handsome engines, few of us have visited the Soviet Union and viewed the streamlined 2-10-2 that the great Voroshilovgrad plant built in 1955. That engine, except for the wheel arrangement, is very similar to the Southern Pacific's "skyline-cased" 4-8-2. An unusual feature of the Russian product is a device that can, when required, shift the load on her driving axles from 21 to 23 tons for more adhesion in starting a tonnage train.

Probably the most immaculately-maintained steam engines anywhere were those of the Southern Railway. Their 2-10-2's were regarded with special affection by the men in engine sevice. You should have seen the neatly striped running-boards and the polished cylinder heads outlined with gold striping and gleaming black paint.

No wonder the Southern held off dieselization for years and finally turned to it with reluctance. As late as 1950 some of their seventy 2-10-2's were still in service, or at least in serviceable

Lehigh Valley No. 4000 (2-10-2) and unidentified 2-8-0 type help a westbound freight up the 1.23 percent grade west of White Haven, Pa. (Aug. 31, 1946).
W. R. Osborne, 125 S. Cook Ave., Trenton, N. J.



Chicago & Illinois Midland No. 702, a Santa Fe type, waiting at Springfield, Ill.
Stephen D. Maguire, 1411 River Road, Belmar, N. J.

Classed as N-1's, they had 30x32-inch cylinders, 62-inch drivers, Belpaire fireboxes, and mechanical stokers. They exerted 84,690 pounds of tractive effort. Although designed at Fort Wayne, Indiana, to carry 250 pounds of steam pressure, their "pops" usually were set at 215 pounds. As revenue-producers the 2-10-2's ranked high in Pennsy history.

During the first World War the United States Railroad Administration alloted the Pennsy 125 heavy 2-10-2's, of which 95 were Alcos and the rest Baldwins. Those machines, built to USRA specifications, were not equipped with Belpaire boilers and fireboxes but after the war were rebuilt to Pennsy standards, Class N-2sa. Our next article will tell more about the Pennsy, along with other roads.

The Baltimore & Ohio, too, boasted some valiant 2-10-2's. Lawrence Sagle, the road's motive-power historian, had a high regard for them. Although the 2-10-2 largely hauled drag freight, we get a far different picture when we learn that many B&O engines of that type had driving wheels 64 inches in diameter. Brother, those wheels were not small, and how they could step through the dew!

More than a few passenger-train schedules over mountain terrain were handled singly by 2-10-2's, trains that would have needed two *regular* high-

condition. But in this day of the diesel and the turbine they no longer wheel the passenger trains over Saluda grade.

In fact, no steam locomotives today are wheeling Southern trains anywhere.

Among other locomotives that intrigued us were the Belpaire-boilered 2-10-2's of the Great Northern and the Pennsy. The "Big G" had only 30 Santa Fe types on its alltime roster. It is interesting to note that the Milwaukee Road and the Northern Pacific, while competing strongly with each other between the Twin Cities and the Pacific Coast, virtually ignored the ten-coupled locomotive. The NP did buy two of them, but the Milwaukee Road never bought any.

The Pennsy, traditionally in the vanguard of steam locomotive development, did not begin to use 2-10-2's until 1918 and assigned most of them to ore trains between Ashtabula, Ohio, and the Conway Yard. At least one hauled 85-car trains with a 7000 tonnage rating, which was considerable.

Photographed in 1952 by R. R. Malinoski

Pennsy 2-10-4 No. 6421, with flamboyant smoke plume, rounds Horseshoe Curve.

Another shot of the loco pictured on page 19, this time with a railfan excursion north of Boulder, Colo., in June, 1958.
R. H. Perry, 3831 Perry St., Denver, Colo.

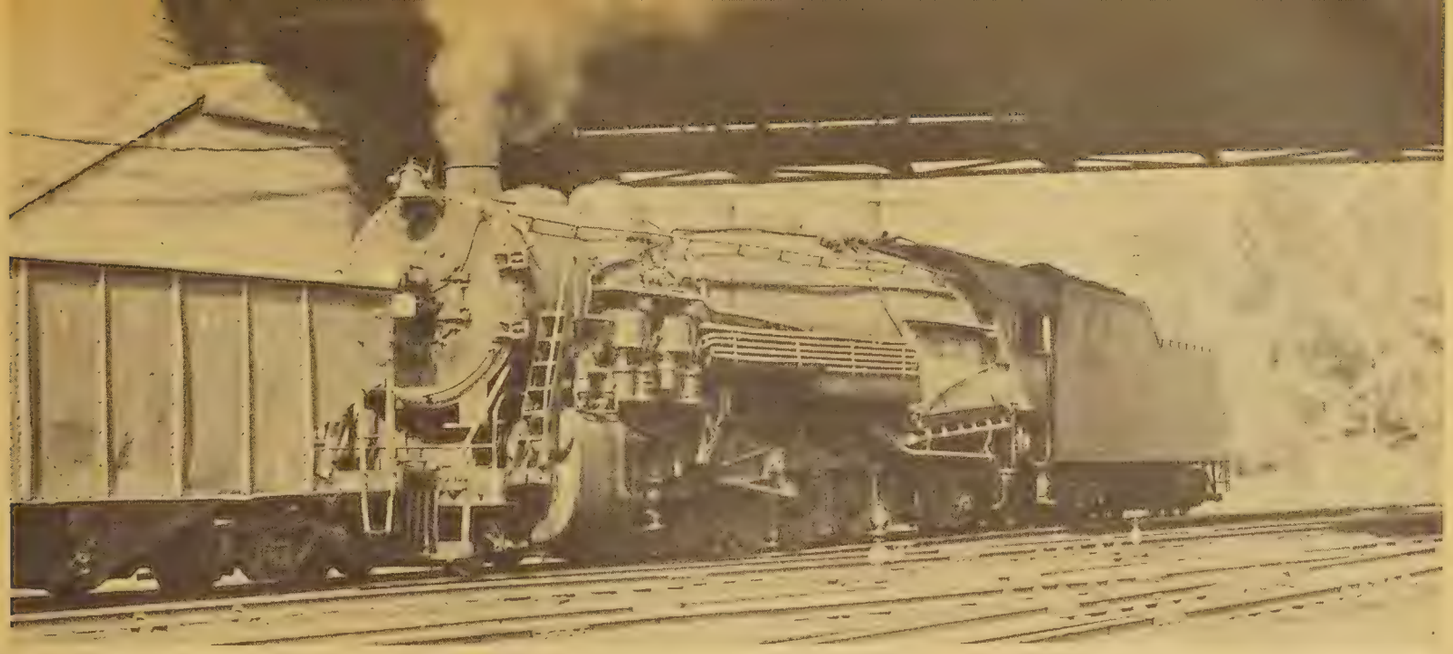
wheeled passenger engines. A mere eight years ago the B&O had 130 Santa Fe type locomotives still serviceable, most of them being in actual service at that time.

The Wabash also operated 2-10-2's with 64-inch drivers, back in the days when *On the Banks of the Wabash* was a popular song. However, the standard wheel diameter of Santa Fe types on trunk lines varies from 63 to 63½ inches—that is, excepting engines built for specific uses. For instance, *light* Santa Fe's designed by USRA were equipped with 57-inch drivers; the *heavy* ones, 63-inch. Those engines, badly needed for wartime traffic, were assigned to the roads best suited to get the most out of them. A *light* USRA 2-10-2 (locomotive and tender, in working order) weighed 540,000 pounds; a *heavy* one, 586,100.

But space allotment for this story has run out. We're saving for our next article the ten-coupled engines on such important roads as the Union Pacific, the Illinois Central, the Reading, and the Lehigh Valley, as well as the two great Canadian systems. We invite comments, further data, and especially anecdotes. If reader interest warrants it, we may even write a third feature article on the mighty steam locomotives with ten driving wheels. ●

Jim Hope, Box 494, Armstrong, B.C., Canada

Canadian Pacific No. 5913 (2-10-4) speeds westward through Sturdy, B.C.



Powerful but ungainly, a Reading Company Santa Fe type, No. 3000, Class K-lse, as she looked at St. Clair, Pa., in 1953.
Jack Emerick, 200 South Terrace, Boonton, N. J.

David Plowden, 1239 Madison Ave., New York City

New England's largest steam engine: Central Vermont 2-10-4 No. 707, Class T-3, last survivor of her class of ten, on the table at White River Junction, Vt., after run from St. Albans in March '57, final week of Central Vermont steam operation.

1 *Since Canadian National has an easier run and gentler grades through the Rockies, why can't it beat the Canadian Pacific's running time? Is there a secret agreement?*

S. F. Dingle, Canadian National vice president in charge of operation, admits his road has gentler grades in that area but point out that its Vancouver-Winnipeg route is 93 miles longer than CPR's.

"The time lost by CNR traveling the additional 93 miles cannot be recovered by faster train operation, he says, "because of track speed limitations.

"The most important factor is that passenger trains are scheduled for convenient passenger arrival and departure time at large cities such as Winnipeg, Saskatoon, Edmonton, and Vancouver, rather than operating to achieve a minimum running time between the first and last terminal. There is no secret agreement with respect to scheduling."

2 *Why did the Ringling Brothers and Barnum & Bailey Combined Circus give up its tent show and rail transportation at the end of its* 1956 *season? Why did it return to the rails in* 1960?

Like the dinosaur, "The Greatest Show on Earth" was too gigantic for a new age. In its heyday Ringling-B&B boasted 1300 employees, 51 elephants (11 more than Hannibal took over the Alps), a menagerie of wild beasts, 300 horses, trained animals, and thousands of tons of equipment. All of these moved by rail 20,000 miles a year over U. S., Canada, and sometimes down into Mexico, using four trains (technically, one train of four sections).

Ringling-B&B was engaged simultaneously in five different businesses: (a) transportation, (b) serving about 900,000 meals a year to employes, (c) supplying sleeping quarters for employes eight months of each year, (d) building an amphitheater and a tented town at every stop, and (e) show business.

Again the big circus moves by rail but with new techniques. Cargo wagons (shell of one is pictured here) are loaded into Pullmans converted to baggage cars. (Right) They no longer ride on flats, as shown with Norfolk & Western engine 1487.

Although the circus owned all of the cars it used, its railroad bill alone rose from $180,000 a year in 1941 to $580,000 in '55. In addition, the movies, autos, and TV had cut the importance of the circus. The only one of the five Ringling-B&B activities that yielded any revenue was show business, so the other four had to go.

The management retrenched sharply, eliminating both the big top and rail transportation, playing indoors in arenas but occasionally in ball parks. For three seasons the now-tentless circus struggled along dismally with trucks, buses, trailers, and private automobiles, while some performers rode regular passenger trains.

Highway-traffic delays caused so much havoc that the huge circus finally went back to the railroad. Its 1960 season began, as usual, in Madison Square Garden, New York. Then it loaned its menagerie (but not trained animals) to the Providence, R.I., Zoo, and loaded its employes, only 18 elephants, about a dozen ring horses, etc., into a 16-car train, every car of which it owns.

This train is now on tour. It does not include the *Jomar*, the big boss's private car, although some of the Ringling-B&B four-section trains of long ago boasted as many as *three* private cars on the road at a time!

3 *My husband is a Missouri Pacific train dispatcher. If I qualify for a wife's reduced annuity under both the Railroad Act and the Social Security Act, will I get both of those benefits?*

Yes, both of them.

4 *How many steam locomotives did the Reading Railroad build?*

Exactly 647, all at the Reading, Pa., shops between the years 1845 and 1948. Included is No. 2124, Class T-1,

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

INFORMATION BOOTH

Norfolk & Western Railway

built in 1947 and now being used in the "Iron Horse Rambles." (Photo on page 14.) Incidentally, rail buffs on one trip suggested that a passenger locomotive "chime" be substituted for the 2124's harsh freight whistle. This was done. Shopmen gave her a melodious quill from a scrapped G-3 and she has been using it dramatically ever since.

5 *I am a Soo Line freight conductor with 43 years' seniority. As a young brakeman I often saw hoboes riding the rods, the blinds, flats, and empties. Nowadays I rarely see any. Why?*

Train-riding hoboes have all but vanished because of social security, unemployment insurance, the increase in automobile travel, and the replacement of oldtime wooden cars with modern steel equipment. Also because diesel-powered trains accelerate faster than steam trains, making it more difficult for Weary Willies to grab a hold and climb aboard.

6 *What happened to the first Consolidation-type engine, Lehigh Valley No. 63, pictured in April issue?*

In Dec. '85 she was rebuilt to a Camelback (or Mother Hubbard, if you prefer) at the Delano shops. In 1905 she was renumbered 617, later renumbered 623, and was scrapped in Sept. '18. Warren Stowman of Philadelphia, an authority on two-cab engines, tells us that at least 46 railroads, including industrial lines, used 2-8-0 Camelbacks.

7 *How many steam locomotives are left in the United States?*

Latest available figures show 711 steam locos owned by Class 1 roads, compared with the 28,964 they had ten years ago. None of the 711 are in regular service; some run occasionally. A complete census must also include those owned by shortlines, tourist attractions, industrial roads, and private individuals, plus the large number on permanent display. It is safe to say that nobody knows the exact total, but maybe some reader would like to make an estimate.

8 *I understand that the Belfast & Moosehead Lake was making a small profit on its passenger business. Why, then, did it give up that business?*

You are right. The B&ML, a 33-mile railroad in Maine, not only is out of debt but has made a profit every year since 1926, including a modest sum on its passenger run. The sum was so small, however, that the shortline kept its passenger business out of the red only with the aid of a Federal mail contract.

The Government cancelled that contract last February when the Maine Central ended its connection, going west, with the B&ML. The shortline then pulled off its one and only passenger train. Two 50-year-old coaches, with their pot-bellied stoves, and a baggage car are being kept for possible tourist excursions.

B&ML began operating Sept. 24, 1870. It is controlled by the Town of Belfast, which owns 5,000 of its 6,481 shares of stock, and has three diesel locomotives.

9 *Are there any women signalmen?*

We know of only one: Grace Alumbaugh, who hired out to the Southern Pacific as a signal helper at Oakland, Calif., in 1943 and was promoted to signalman in '47. Two other women

Aug. 17, 1959: The last New England run of any steam engine in regular service was made by Canadian Pacific 5137 pulling *The Scoot*, one of the last steam-powered mixed trains in the U.S. from Megantic, Quebec, to Brownville Jct., Maine.
David Plowden, 1239 Madison Ave., New York City

holding unusual railroad jobs are Mrs. Frank L. Todd, an Illinois Central car-oiler at East St. Louis, Ill., and Frances Krimmel, who heads the new Women's Division in the Public Relations Department, Ass'n of American Railroads.

10 *Which railroad systems are seriously considering mergers?*

The only big merger now up to the Interstate Commerce Commission is that of the Lackawanna and the Erie. A three-way merger of the Soo Line, the Duluth, South Shore & Atlantic, and the Wisconsin Central is expected to go before the ICC in the near future.

The following systems are making consolidation studies: the Rock Island and the Milwaukee Road; the Great Northern, the Northern Pacific, the Burlington, and the Spokane, Portland & Seattle; and the New Haven, the Boston & Maine, the Bangor & Aroostook, the Maine Central, the Rutland, and the Boston & Albany.

Missouri Pacific has hired transportation consultants to look into a possible merger with the Chicago & Eastern Illinois, while the Norfolk & Western is holding merger discussions with the Nickel Plate. There is also talk of N&W-NKP and SAL-ACL mergers.

11 *After working for the Pullman Company nearly 8 years I was laid off in 1958 and now have a non-railroad job. What happens to the money I paid in to the railroad retirement fund?*

You need at least 10 years of railroad service to qualify for a railroad retirement annuity. As it is, when you retire or die, your railroad credits for service will be transferred to the Social Security Administration, which will pay any benefits to you and your family.

No railroad retirement taxes are refunded, but because of the residual payment, railroaders and their families always receive at least as much in benefits as they paid in taxes.

12 *What is meant by "trailing load?"*

The weight of cars that a locomotive pulls, as expressed in tons of actual weight of cars and contents.

13 *Who was the first man to operate a railroad in the United States.*

Thomas Leiper built and ran a wooden railroad, or tramroad, in Delaware County, Pennsylvania hauling stone from one of the quarries he owned on Crum Creek to a boat landing three-quarters of a mile away, but historians disagree on the year, 1806 or 1809.

If the first date is correct, he was a year ahead of Silas Whitney, who built an inclined railway at Boston, Mass., in 1807. Like Leiper's, it had wooden rails and was powered by horses.

Born in Scotland in 1745, Leiper came to America at age 18 and served as a cavalry officer in the Revolutionary War. Later he laid 180 feet of experimental wooden track near the Bull's Head Tavern in a wooded area on the western rim of Philadelphia.

(Our editor, Freeman Hubbard, says this tavern was still standing when he was a small boy and he often played in the adjacent woods, then known as Lovers' Lane. On one occasion he saw Gypsies encamped there. The inn was razed just before World War 1; the woods is now a city park.)

Leiper's experiment near the Bull's Head worked so well that he hired John Thompson to build the Crum Creek tramroad in what is now Ridley Township. The line continued operating until 1828, three years after Leiper's death.

By stretching the meaning of the word, you could say that the very first *railroad* in this country was a cable road, two feet wide, that was built on an inclined plane at Boston, Mass., in 1795, also with wooden rails. It carried the products of a brick kiln to a street below for use in building Bunker Hill Monument (which is still standing). Loaded cars ran down by gravity, and a stout cable hauled up the empties.

14 *Give details of round trip by rail from New Orleans to Mexico City.*

Traveling time each way, by the Southern Pacific, the IGN, and the National Railways of Mexico (including a necessary stopover in San Antonio), is 46 hours and 10 minutes.

First class fare, $76.45 plus $5.63 tax for the round trip, is good in coaches, also in sleepers if you pay extra, depending upon type of space desired and stopovers en route. Coach fare, $60.85 plus tax, is good in coaches only.

If you take the SP's *Sunset Limited* between New Orleans and San Antonio you pay an extra (service) charge each way: $1.93 first class or $1.10 coach.

By leaving New Orleans at 10 p.m. Monday you reach Mexico City at 8:10 p.m. Wednesday. En route, change stations and trains in San Antonio. If you take a sleeper at San Antonio you go direct to Mexico City. Coach passengers change also at Laredo. Get further details from a railroad ticket office or a travel agency.

15 *As an Ontario Northland switchman I am covered by the Benefit Plan, welfare insurance for Canadian railway*

employes. What would happen to this coverage if I were laid off?

You could still enjoy life insurance and surgical-medical-obstetrical benefits by paying special contributions direct to the railway, as your Benefit Plan booklet shows, but your insurance for weekly indemnity benefits will cease. You may keep up the special contributions for 12 months, after which time you will be treated as an employe terminating service.

Running Extra

ANSWERING a query, Arthur E. Phelps tells us that the Ahnape & Western, incorporated Aug. 5, 1890, was built mostly to haul cherries, Lake Michigan fish, and tourists. On Aug. 9, '94, it was completed between its present terminals, Casco Jct. and Sturgeon Bay, Wis., 32½ miles, but later went broke. Controlled for years by the Green Bay & Western, it regained independence in 1947. General offices are at 127 Main St., Green Bay, Wis.

"Dietz lantern may be bought from R. E. Dietz Co.," Syracuse 1, N. Y., says M. Peacock, Jr., answering a query.

John Roberts (no address given) seeks information on the old Kelly's Creek Railroad in West Virginia.

A. H. Clark, Box 1332, Albany, Ga., wants the title, author's name, and exact words of a poem which the *Engineers Journal* published years ago:

A light at last, in the sable mist,
That hangs like a rising star
Near the dividing line 'twixt earth and sky
Where the shining rails stretch far,
Growing nearer, nearer, nearer yet
Till at last there's a crash and roar,
A scream of pain, a hoarse wild note
In savage warning blown,
A clash of steel, a gleam of red
From a closing furnace door—
The night express goes by.

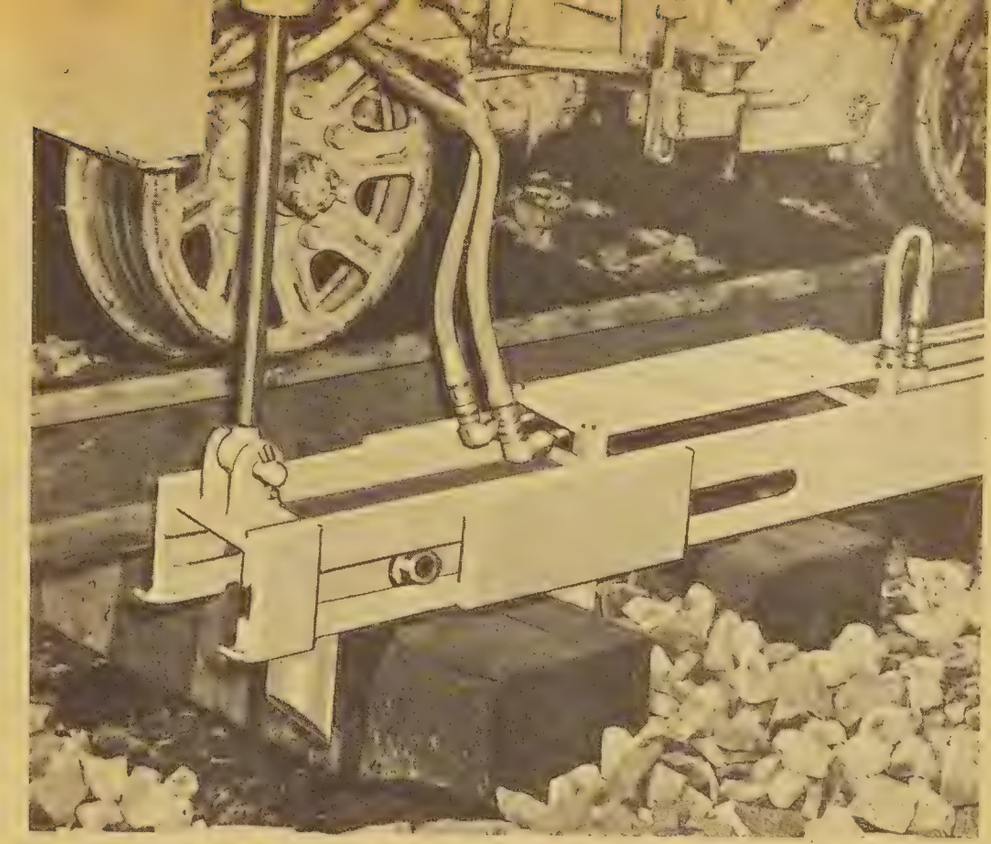
Is there a standard railroad wrist watch? "No," we said (Item 18, April). A reader "corrected" us by pointing out that the Bessemer & Lake Erie has such a watch for train, engine, and yard service. So we checked with B&LE president Fred W. Okie. Said he: "The B&LE has no standard wrist watch, and I know of no railroad using one." Although the B&LE permits its employes to use *reliable* wrist watches on duty, such watches are not "standard."

"When I was in southwestern France in 1919," writes J. H. Crimmins, Exeter, N. H., "I saw a railroad that looked like a Colorado narrow-gage, with open-platform cars and Janney couplers. Who can tell me about it?"

He may have seen a revised version of the standard-gage Colorado Midland, which was abandoned, ripped up, and sent to France for U.S. troops.

Information on the slim-gage Pittsburg & Western and the Emlenton & Northern, both of which he remembers as a boy, is desired by Arthur Lowman, South Connellsville, Pa.

"Who knows the color schemes of Georgia Northern 2-8-2 No. 5, RF&P 2-8-4's Nos. 571-580, and Pennsy Mla 4-8-4's as they were in passenger serv-



What's new in crossties? (Above) Hydraulic shifting devices on both sides of Railway Maintenance Corp. tie-spacer can move the ties in either direction. (Below) History was made recently when pre-stressed concrete ties such as this one were installed on the Atlantic Coast Line main track near Four Oaks, N. C.

Slim-gage diesel is making test runs on old Durango-Silverton line of D&RGW.
W. T. Golson, 4735 North St., Baton Rouge, La.

Illinois Central suburban trains carried 505,000 passengers October 9, 1893, the day these pics were taken. The IC claims that no other railroad has ever equalled this record. (Above) Van Buren St. Station, Chicago, showing engine 1376. (Below) Crowd from Columbian Exposition ready to board homebound train.
Illinois Central Railroad

ice?" asks R. C. Butterworth, 29 Bond St., West End, Queensland, Australia.

Data on the New Orleans, Fort Jackson & Grand Isle, chartered at New Orleans in 1890, is sought by W. T. Golson, Box 1791, Baton Rouge, La. "Was it ever built? Did it reach Grand Isle, which is surrounded by water?"

Newspaper clippings about trains and wrecks are wanted by Leonard Fairchild, 823 W. Montgomery, Spokane 17, Wash. He offers to pay postage.

Steam loco data on the Litchfield & Madison (now part of C&NW) is desired by Dallas Nelson, Chemical Plant Location, Gladstone, Mich.

Contradiction of Robt. Del Grosso's assertion (April issue) that the Southern Pacific is laying rails to Cajon Pass comes from SP engineer Hervey Angier, 142 Roselawn Place, Los Angeles, Calif., who says: "SP does not own all land needed for right-of-way, hence is not building such a line and has not even asked the ICC about it."

Charles P. Fox, Rte. 4, Oconomowoc, Wis., author of several books, wants any size pix of circus trains prior to 1900, also action shots of circus trains showing the locomotive.

Short history of Lorain, Ashland & Southern is sought by W. P. Grant, 303 University Ave., Oxford, Miss.

Complete locomotive roster of U.S. Army Transportation Corps and list of first 25 railroads to be fully dieselized are wanted by Larne W. Muirhead, 40 Creek St., Nelson, B.C., Canada.

Where is James V. Coyle, age 55, last heard of in 1933 when employed by a railroad at Yuma, Ariz.? His daughter Jesse hasn't seen him since 1930. Send reply to Joe McAdams, Box 644, Moses Lake, Wash.

Adding to list of railroad and trolley picture postcards (April '60): Ohio (operating) Railway Museum sells black and white cards, two for 15 cents; set of eight 55 cents. Write George R. Silcott, Box 206, Worthington, Ohio.

Mike Halleran, Menlo School, Menlo Park, Calif., wants to hear from fans who are familiar with the railways that used to run on the Hawaiian Islands.

We can't answer these questions from John Fisher, 1010 W. Kilbourn Ave., Milwaukee, Wis.: (1) Does any North American railroad tunnel go under a lake? (2) What was the Atlantic Coast Line's worst train disaster?

Roster compiled by Sy Reich

Missouri Pacific Railroad

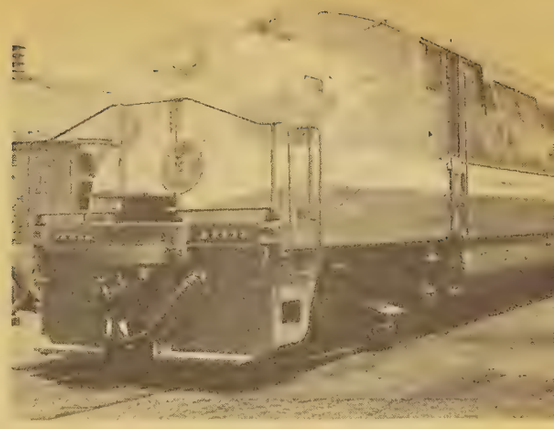
Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract Eff.	Weight	Date	Notes
201-208	1500	BW	DR 4-4-1500	B-B	62,450	250,000	1948	27
201B-204B	1500	BW	DR 4-4-1500	B-B	61,350	245,000	1948	27
301-320	1500	Alco-GE	FA-1	B-B	58,050	232,000	1948	
301B-310B	1500	Alco-GE	FB-1	B-B	55,700	223,000	1948	
321-360	1600	Alco-GE	FA-2	B-B	59,700	239,000	1950-'2	
361-373	1600	Alco-GE	FA-2	B-B	62,850	251,000	1952-'3	s
374-380	1600	Alco-GE	FA-2	B-B	59,450	238,000	1953	
321B-325B, 331B-335B, 345B-356B, 370B-380B	1600	Alco-GE	FB-2	B-B	59,400	238,000	1950-'3	
381-386	1600	Alco	FA-2	B-B	59,450	238,000	1954	
387-392	1600	Alco	FA-2	B-B	62,850	251,000	1954	s
381B-392B	1600	Alco	FB-2	B-B	59,100	236,000	1954	
501-512	1350	GM-EMD	FTA	B-B	56,450	226,000	1943-'5	37
501B-512B	1350	GM-EMD	FTB	B-B	55,100	220,000	1943-'5	37
513-560	1500	GM-EMD	F3A	B-B	57,000	228,000	1947-'8	2
513B-518B, 525B-526B, 553B-556B	1500	GM-EMD	F3B	B-B	55,100	220,000	1947-'8	3,22
561-570	1500	GM-EMD	F3A	B-B	59,200	237,000	1948	s
561B-570B	1500	GM-EMD	F3B	B-B	60,600	242,000	1948	s
571-576	1500	GM-EMD	F3A	B-B	56,600	226,000	1948	
577-602	1500	GM-EMD	F7A	B-B	57,600	230,000	1949	4
587B-596B	1500	GM-EMD	F7B	B-B	57,950	232,000	1949	5
603-606	1500	GM-EMD	F7A	B-B	60,900	244,000	1949	s,6
607-610	1500	GM-EMD	F7A	B-B	57,600	230,000	1949	7
611-614	1500	GM-EMD	F7A	B-B	60,300	241,000	1949	s,7
615-616	1500	GM-EMD	F7A	B-B	57,000	228,000	1950	7
617-618	1500	GM-EMD	F7A	B-B	60,900	243,600	1950	s,8
619-626	1500	GM-EMD	F7A	B-B	57,250	229,000	1951	
619B-620B	1500	GM-EMD	F7B	B-B	56,550	226,000	1951	
800-801	350	GE	44-ton	B-B	21,750	87,000	1941	
802	350	Porter		B-B	21,750	87,000	1941	
803	350	Dav.-Bes.		B-B	21,750	87,000	1941	28
804-807	350	Whitcomb		B-B	21,750	87,000	1940-'1	29
808-809	350	Dav.-Bes.		B-B	21,750	87,000	1941	30
810-815	350	GE	44-ton	B-B	21,750	87,000	1942	31
4100-4101	900	GM-EMC	NC2	B-B	63,850	255,000	1937	32
4102-4103	900	GM-EMC	NW4	B-B	48,450	194,000	1938	
4104-4111	1500	GM-EMD	BL2	B-B	54,750	219,000	1948	
4112-4115	1500	BW	DRS 4-4-1500	B-B	59,950	240,000	1949	
4116-4141	1500	GM-EMD	GP7	B-B	60,400	242,000	1950	9
4142-4163	1500	GM-EMD	GP7	B-B	62,650	251,000	1950-'1	s,10
4164-4194	1500	GM-EMD	GP7	B-B	60,550	242,000	1951	11,25
4195-4196	1600	BLHW	AS-16	B-B	64,200	257,000	1951	
4197-4240	1500	GM-EMD	GP7	B-B	61,100	244,000	1952	12,38
4241-4260	1500	GM-EMD	GP7	B-B	63,200	253,000	1952-'3	s,13,38
4261-4315	1500	GM-EMD	GP7	B-B	60,500	242,000	1953-'4	14
4316-4325	1500	GM-EMD	GP7	B-B	62,950	252,000	1954	15
4326-4331	1600	BLHW	AS-16	B-B	63,850	255,000	1954	
4332-4371	1750	GM-EMD	GP9	B-B	60,150	241,000	1955	25
4501-4526	1600	Alco	RS-3	B-B	60,750	243,000	1955	
4601-4612	1800	Alco PR.	RS-11	B-B	60,950	246,600	1959	
7000-7001	2000	GM-EMC	E3A	A1A-A1A	53,300	321,000	1939	s
7002-7003	2000	GM-EMD	E6A	A1A-A1A	54,050	325,800	1941	s
7002B-7003B	2000	GM-EMD	E6B	A1A-A1A	52,150	314,300	1941	s
7004-7017	2000	GM-EMD	E7A	A1A-A1A	54,700	329,560	1945-'8	s,16
7004B, 7010B-7012B, 7014B-7017B	2000	GM-EMD	E7B	A1A-A1A	53,200	320,820	1945-'8	s,17
7018-7021	2250	GM-EMD	E8A	A1A-A1A	55,150	332,220	1950	s
7100	1000	GM-EMD	AA	A1A-3	23,800	247,340	1940	s
8001-8008	2000	Alco-GE	PA-2	A1A-A1A	51,850	315,730	1949	s
8009-8018	2250	Alco-GE	PA-3	A1A-A1A	52,000	315,570	1950-'1	s
8019-8036	2250	Alco-GE	PA-3	A1A-A1A	52,400	319,050	1952	s
9000-9003	600	GM-EMC	SW	B-B	50,400	202,000	1937	1,33
9004-9006	600	GM-EMC	SW1	B-B	49,550	198,200	1939-'40	24
9007-9008	660	Alco-GE	S1	B-B	48,600	194,000	1940	
9009-9010	660	Baldwin	VO	B-B	49,750	199,000	1940	34
9011	600	GM-EMD	SW1	B-B	49,550	198,200	1941	
9012	660	Baldwin	VO	B-B	49,750	199,000	1941	
9013-9015	660	Alco-GE	S1	B-B	49,000	196,000	1947	18
9016-9021	600	GM-EMD	SW1	B-B	49,500	198,000	1939-'41	8,35
9022	660	Baldwin	VO	B-B	48,700	194,000	1941	36
9090-9091	660	Baldwin	VO	B-B	48,700	194,000	1942	19
9102	1000	Alco	S2	B-B	57,050	228,000	1939	
9103	1000	Baldwin	VO	B-B	59,900	240,000	1939	
9104-9106	1000	GM-EMD	NW2	B-B	61,600	246,000	1939-'41	
9107-9116	1000	Alco-GE	S2	B-B	57,050	228,000	1941-'5	26
9117-9119	1000	Baldwin	VO	B-B	59,900	240,000	1945	
9120-9127	1000	BW	DS 4-4-1000	B-B	56,900	228,000	1948-'9	
9128-9132	1000	Alco-GE	S2	B-B	57,050	228,000	1949	
9133-9141	1000	BW	DS 4-4-1000	B-B	57,550	228,000	1950	
9142-9146	1200	GM-EMD	SW7	B-B	61,050	244,000	1950	
9148-9155	1000	BW	DS 4-4-1000	B-B	59,700	239,000	1946,'9	39
9156-9159	1000	Alco-GE	S2	B-B	57,050	228,000	1945-'6	
9160-9167	1000	BW	DS 4-4-1000	B-B	57,600	230,000	1946,'9	39
9168-9169	1000	Alco-GE	S2	B-B	57,050	228,000	1949	
9170-9191	1200	GM-EMD	SW9	B-B	61,050	244,000	1951	20
9198-9199	1000	BW	DS 4-4-1000	B-B	59,700	239,000	1945	19
9200-9239	1200	BLHW	S-12	B-B	59,900	240,000	1951-'3	

Missouri Illinois Railroad

51	1000	GM-EMD	NW2	B-B	60,950	244,000	1949	
61	1500	Alco-GE	RS-2	B-B	57,650	231,000	1949	23
62-74	1600	Alco-GE, Alco	RS-3	B-B	60,500	242,000	1951-'5	

St. Joseph Belt Railway

5, 10-11	600	GM-EMC	SW	B-B	49,900	200,000	1937-'8	1,21
12	600	GM-EMD	SW1	B-B	47,550	190,000	1947	



A Missouri Pacific yard switcher.

MISSOURI PACIFIC LINES

Miscellaneous Notes

Roster compiled from data supplied by MP Chief Mechanical Officer and GM-EMD; accurate as of March 17, 1960. Certain locomotives noted below were owned originally by subsidiary companies, later transferred to MP but not renumbered. Abbreviations: BW, Baldwin-Westinghouse; Alco-GE, American Locomotive Co.-General Electric; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric; Dav.-Bes., Davenport-Besseler; BLHW, Baldwin-Lima-Hamilton-Westinghouse; IGN, International Great Northern (MP subsidiary); SLB&M, St. Louis, Brownsville & Mexico (MP subsidiary).

s—equipped with steam heat generator.

1—9002 transferred to St. Joseph Belt, renumbered 2, then 11.

2—525-528, 553-560 ex-IGN, 529-552 ex-SLB&M.

3—525B-526B, 553B-556B ex-IGN.

4—595-602 ex-IGN.

5—595B-596B ex IGN. 6—603-606 ex IGN.

7—Ex. SLB&M. 8—Ex-IGN.

9—4121-4123 ex IGN. 4116-4120 ex SLB&M.

10—4153-4158 ex IGN. 4159-4163 ex SLB&M.

11—4164-4165 ex SLB&M.

12—4197-4202 ex IGN. 4203-4207 ex SLB&M.

13—4254-4255 ex IGN. 4249-4253 ex SLB&M.

14—4287-4297 ex IGN. 4284-4286, 4298 ex SLB&M.

15—4323-4324 ex SLB&M. 4325 ex IGN.

16—7007, 7012, 7013 ex IGN. 7008-7009 ex SLB&M.

17—7012B ex IGN.

18—Belong to New Orleans & Lower Coast.

19—Belong to Union Railway (Memphis).

20—9187-9191 ex SLB&M.

21—5, 10 ex Union Terminal Ry. (St. Joseph, Mo.).

22—Rebuilt to F7B. 23—Rebuilt to RS-3.

24—MP 9005 leased to Doniphan, Kensett & Searcy RR. Jan. 1, 1960.

25—MP 4169, 4338 leased to Natchez & Southern Jan. 1, 1960.

26—MP 9110 leased to Union Terminal Ry. (Texarkana) Jan. 1, 1960.

27—Scrapped Sept. 30, 1959.

28—Sold to Whisler Equip. Co. Sept. 20, 1957.

29—805,807 sold to Pan American Eng. Co. April 21, 1958. 806 sold to Whisler Equip. Sept. 20, '57.

30—808-809 sold to Whisler Equip. Sept. 20, '57.

31—810 sold to Okmulgee Northern Ry. Dec. 11, 1956. 813 sold to Waldo E. Bugbee, San Antonio, Tex., Sept. 24, 1958. 814 sold to PA Eng. Co. April 21, 1958.

32—4101 sold to Whisler Equip. Co. Jan. 12, 1960.

33—9001 sold to Dardanelle & Russellville RR. Dec. 8, 1959, renumbered 14.

34—9010 sold to Witt Gravel Co., Lake Charles, La., June 1, 1959.

35—9017 sold to Clyde T. Gary, Pasadena, Tex., Feb. 13, 1959.

36—9022 sold to Texas Crushed Stone Co., Austin, Tex., Mar. 6, 1959.

37—501-512 being upgraded to GP18.

38—5208, 5236 being upgraded to GP18 on account of damage by fire.

39—9150-9152 ex IGN. 9153-9155 and 9160-9161 ex SLB&M.

Washington, D. C.: This two-track subway, 1200 feet long, connects the new Senate Office Building with the Capitol.

Steve Maguire's TRANSIT TOPICS

ALTHOUGH the streetcar had vanished from most cities, it seemed to be safe for a long time to come on Canal Street, the main thoroughfare of New Orleans. Alas, New Orleans Public Service Inc. has decided otherwise! Not only may modern smelly buses replace the boxlike Canal Street trolleys, which are popular despite their hard wooden seats, but the basic fare may be raised from 7 cents to a dime.

Steve Maguire

O. A. Goessl and D. R. Toye, who sent us the news, remind us that the 7-cent rate had been in effect since 1922, when it was *lowered* from 8 cents. The fare stayed low because income from the electric utility business supported the whole NOPS setup. As long as the transit lines could break even there was little concern over the fact that fares elsewhere in the country averaged three times as much as the New Orleans rate.

But 1950 trolley operation showed $88,000 deficit. Last year the deficit rose to nearly half a million. NOPS frantically asked City Council for a dime fare. The application, which could doom the Canal Street trolleys, faced unexpectedly strong opposition by city officials and the public. As we go to press, the issue is still undecided. Regardless of what happens on Canal Street, the Charles Avenue cars will continue running.

PITTSBURGH, PA., now has the nation's highest transit fare, the basic rate having just shot up from 25 to 27 cents. This is due to a new labor contract which ended a six-day strike of Pittsburgh Railways employes, giving them the second highest transit wages in America. (Chicago has the highest.)

"If the present trend continues," warns the *Pittsburgh Post Gazette*, "Pittsburghers will ride this inflation special to transit extinction. It is ominously clear by now that only public subsidy can prevent transit lines from going through the ceiling, and the industry itself out the window."

Also in that city, three more trolley lines are doomed, laments James Cerny, 1022 Province St., Pittsburgh. Reconstruction of Butler Street and the building of the new 62nd Street bridge by the State Highway Department across the Allegheny River will mean the end of trolley routes 94 and 95 that run between Aspinwall and downtown Pittsburgh via Sharpsburg and Etna. Also to be "bussed" is Morningside Route 96. County authorities refused to let the company lay tracks on the new 62nd Street bridge, so the conversion was inevitable.

OPERATION of the new Highland branch of Boston's Metropolitan Transit Authority calls for much more new rail and ties than had been anticipated, reports Edward T. Levay, Jr., 13 Summer St., Saxonville, Mass. Also, many overpasses along the route must be repaired or replaced. Total cost $900,000, must be paid by taxpayers of 14 towns along the route.

All-electric PCC cars are being converted to MU cars according to Norton Clark, 29 Richardson St., Newton, Mass., while PCC's from Johnstown and St. Louis are under consideration for additional equipment on the Highland branch.

E. B. Myott, the MTA's chief engineer, faced a serious noise problem for office workers in buildings adjacent to North Station, where Everett-Forest Hills trains made a sharp turn with screeching wheels. It was hard on the nerves of many people.

So Mr. Mott installed a mechanism that throws a fine spray of water over the rails for a distance of 140 feet from the curve. He got this idea when he noticed there was much less screeching on rainy days.

"The water, it seems," comments the the *Boston Daily Globe*, "provides just enough lubrication by its temporary thin film between the two steel surfaces" to deaden the squealing.

We learn from Southworth Lancaster, 7 Waterhouse St., Cambridge,

Mass., that the chief trouble with PCC cars of MTA is their inadequate capacity, which results in overcrowding and station delays. There are also complaints of rough riding on open track. The PCC's do a good job during the off-peak period but fall down in rush hours, even with 3-car trains.

"Riverside trains share the Boylston Street subway with four other lines," he writes. "They do local station-to-station work while in the subway, which causes additional delays."

RUSH-HOUR traffic in Buenos Aires subways is a mad scramble, reports Tom Ruffin, Box 571, Shreveport, La., back from a business trip to Argentina.

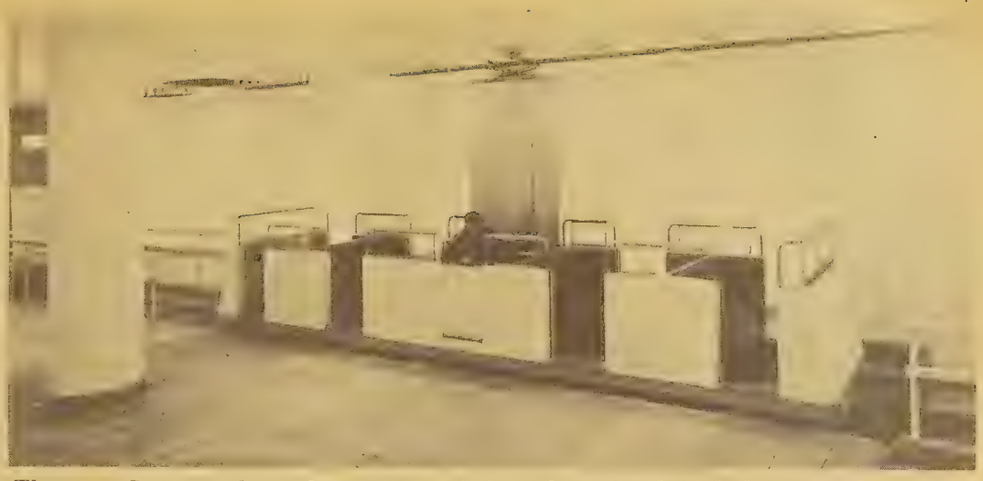
"People on the platform fight to board the cars even before passengers get off," he says. "Often trains start without warning, with car doors still open. Some cars are so crowded that the doors won't shut. The city has 5 subway routes, lettered A, B, C, D, and E. Fare is one peso (about 1½ cents in U.S. money). You drop coins into turnstiles. Paper money is so prevalent in Argentina that you rarely see coins except at subway stations. The subway trains follow the European left-hand running practice."

A RAIL-DETECTOR CAR, owned and operated by Sperry Products Co., has been using the science of ultrasonics to locate rail defects in New York City subways. The self-propelled car works over the subways' 723.4 miles of rails at 15 to 20 miles an hour, a speed which permits a test without disrupting regular train movements. For the first time, the entire length of the underground tracks can be checked for unsuspected transverse defects and other flaws which might cause derailments.

As the car moves along, propelled by a diesel-electric power plant, an ultrasonic pulse-echo system shows the condition of every inch of rail. The results are recorded on tape by an oscillographic motion-picture camera, making a permanent record.

When examined, the tape shows the location of flaws. One yard of tape represents 100 yards of track. The car was developed especially for New York subways. It inspects the entire underground system in about three weeks. The Transit Authority plans four such inspections each year. Other Sperry cars, used in the subways since 1956, covered only the rail joints, a major trouble area.

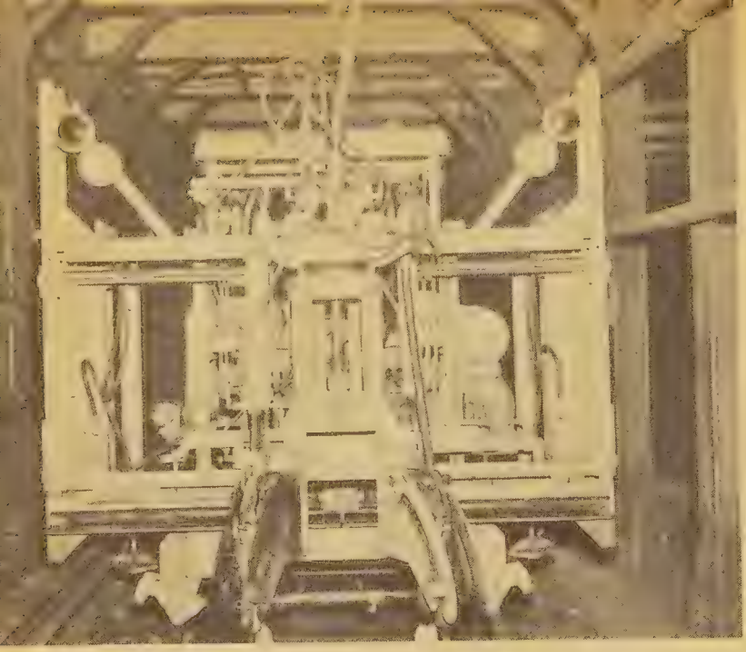
FOUR new rapid-transit cars have been built for Chicago Transit Authority under a cooperative research program sponsored by CTA and 13 cor-



The new Senate subway boasts two of these luxuriously-upholstered, 18-seat passenger cars, for which the taxpayers paid the high price of $75,000 apiece. The subway itself cost $6,000,000 to build. It replaces an older underground line.

Boston Metropolitan Transit Authority

Spraying the rails lightly with water provides a unique solution for the harsh screeching noise caused by trains rounding a rather sharp curve at North Station on the Everett-Forest Hills line of the Boston Metropolitan Transit Authority.



Track-maintaining equipment used in the New York subway system but rarely seen by the public includes (left) several of these McWilliam spot tampers and (above) a self-propelled detector car that locates and records rail flaws with the aid of ultrasonics.

porations which donated money and engineering services to develop the best possible equipment.

Each car has specially-designed motors, controls, trucks, gear drives, axles, bearing installations, and auxiliary braking. Built by St. Louis Car Co., these are the first of seven such CTA cars designed to run at higher speeds than presently available to the mass transit industry. Equipped with 100 hp motors and controls, they maintain an acceleration rate of 3 miles per hour per second, reaching a speed of 30 mph in 10 seconds. At this point the cars continue to accelerate at lower rates on the motor curves until they hit a maximum speed of 75 miles per hour.

Last year, CTA's fleets of modern equipment were increased by the delivery of 96 rapid-transit cars and 131 buses; total cost, $37,794,658. All of the Authority's 3,324 streetcars have been retired. So have 1,166 wood and wood-steel rapid-transit cars, while 570 Green Hornet type streetcars were cannibalized to help build 570 all-metal, lightweight, rapid-transit cars.

THE PROPOSED Northern California Electric Railway Museum anticipates taking over six miles of Sacramento Northern track at Colusa, Calif., when the line is abandoned. Already SN has made application to give up the rails in downtown Colusa and on six miles of right-of-way. Once the new group takes over, city officials will let museum trolleys run on their main street on week-ends and holidays.

Elsewhere in California, Max Gillis, head of Los Angeles Metropolitan Transit Authority, says that interurban cars now running on LAMTA's Long Beach line "have to go." He finds them in bad condition, completely worn out, and insists on a quick shift to either newer PCC's or busses.

A PCC was tested recently on the Long Beach line, according to Ira Swett, electric lines historian, 1416 S. Westmoreland Ave., Los Angeles. LAMTA car 3148 was fitted with standard-gage trucks borrowed from San Francisco PCC 1024 for the tests. After some snubbing to eliminate rocking and swaying, officials were pleased with the tests.

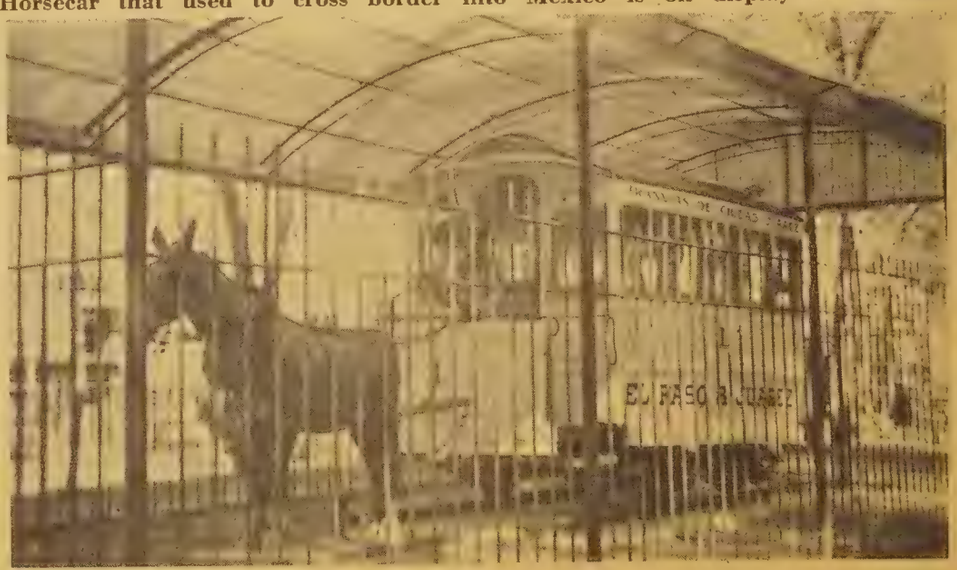
LAMTA has enough spare PCC's on city lines to let 35 or 40 of them run on the interurban route, should it decide to do so. The main problems are obtaining new standard-gage trucks and a long-term agreement with Pacific Electric, which owns the rails. Also setting up properly-equipped shops at Long Beach, building loops or wyes for single-ended cars, altering station platforms, and smoothing the rail.

THE CHICAGO, AURORA & ELGIN has applied for permission to abandon its entire line, we learn from Alex Darragh, 242 Greenleaf Ave., Wilmette, Ill. Even without operating a car, the company claims it is losing $15,000 a month on taxes, etc. Passenger service ceased in 1957 under a "temporary" order. CA&E ended its freight runs in June '59, with other railroads taking over freight service on its tracks.

WE HADN'T expected to see the day when passengers would ask for a fare increase. But it actually happened! North Shore interurban riders, hoping to keep the 80-mile fast line to Milwaukee running, have petitioned the ICC and PUC for higher fares. They say that this plus operating economies could make the line show a profit and thus avoid the pending abandonment. Commuters charge that the company deliberately failed to ask for a fare rise in order to qualify for a quick and easy abandonment under the 1958 Act of Congress. (New Haven R.R. commuters also are asking for fare increases to avert an abandonment.)

John Riepe, 105 Martin St., Roswell, N. M

Horsecar that used to cross border into Mexico is on display in El Paso.



Still available are back issues of *The Marker,* published by NRHS, North Jersey Chapter. All issues contain historical reading matter, photos. maps, rosters. Those dealing with Public Service Newark-Trenton Fast line, Trenton and Mercer County Traction, and Orange (N.J.) Crosstown line may be obtained at $1 each, or Morris County Traction issue 50c, from R. S. Wendeling, 114 Oakley St., Roselle, N. J.

STREETCARS ON DISPLAY (April issue) erroneously listed Branford Electric Ry Assn. trolley museum as a subsidiary of Electric Railroaders' Assn. There is no connection between the two.

Four cars from Shaker Heights R.T., sitting a track next to a supermarket in North Olmstead, Ohio, should have been listed but weren't, reports Ronald H. Leitch, 18707 Frenchcliff, Cleveland, Ohio. These cars, which originally ran on the Aurora, Elgin & Fox River line in Illinois, were intended for a 1½-mile trolley line to a trailer park owned by Gerald Brookins, who also owns the cars.

According to John Riepe, Roswell, N. M., an El Paso horsecar, complete with wooden horse, fenced in for protection, is on display at El Paso, Tex.

C. J. Williams, president of Kentucky Railway Museum, 2814 Sheila Dr., Louisville, Ky., points out that his museum's ex-Milwaukee trolley and Louisville horsecar and tower car are kept in Louisville, not Covington, as listed.

A depressing note is sounded by Jerome C. Weirich, 346 E. Orange Grove Blvd., Pasadena, Calif. After reading in *Railroad Magazine* about the electric rail equipment to be seen at Perris, Calif., he and his wife drove there to photograph it. They were disappointed.

Jerome writes: "I hadn't the heart to take pictures. BCE car 1225 and PE 314 and 00157 were standing on the most dilapidated track I've ever seen, with ties spaced anywhere from 8 to 15 feet apart. Most windows had been broken by vandals. Brake-valve handles were missing, controllers torn apart, and much electric equipment and hardware stolen. Apparently no effort has been made to repair or even inspect the cars."

He did say that ex-PE car 498 and Key System car 167, standing on a railroad siding at Perris station, were in much better condition. Even so, his letter underlines the difficulties of setting up and maintaining trolley museums. Unless time and money are soon forthcoming, some fine pieces of equipment are likely to wind up as junk.

If you honeymooned at Niagara Falls in 1933, when this picture was made, you recall the Niagara Gorge Railroad's 4-wheel baggage trailer and open trolley.

Stephen D. Maguire, 1411 River Road, Belmar, N. J.

Chicago Transit Authority

The first of four experimental rapid-transit cars delivered recently to CTA.

New Transit Publications

A definite need is met by a new book, MONORAILS, by Hermann S. D. Botzow, Jr., 104 pages, Simmons-Boardman Publishing Co., 30 Church St., New York City, $3.95. This highly-informative book is the first one to cover comprehensively the various monorail systems and plans, past, present, and future, with emphasis on engineering problems. Besides photos of new installations, there is a complete all-time listing of every monorail operation in the past. MONORAILS is recommended not only to transit fans but to all persons interested in railroad history.

ELECTRIC RAILWAYS OF MICHIGAN, an all-time coverage, Bulletin 103, is the new annual publication of Central Electric Railfans' Assn., P.O. Box 503, Chicago 90, Ill. With 220 well-illustrated pages plus 4 full-page color plates, this is the biggest CERA book thus far. Copies sell to the public at $9 each as long as the supply lasts.

Bulletin 104, out early next year, will cover northwestern Indiana traction lines. (South and central areas were described in Bulletins 101 and 102, both out of print.) Fans having pix suitable for Bulletin 104 and willing to lend them should contact CERA. No pix are needed except rare views of such lines as Northern Indiana, Lafayette, Logansport, Hammond, Chicago-New York Air Line, and pre-1926 South Shore views. Anyone sending $5 to CERA for current membership before Nov. 30, 1960, will get Bulletin 104, when published, without extra cost.

ELECTRIC RAILROADS OF INDIANA, by Jerry Marlette, covering the entire state, 158 pages, Council for Local History, 140 N. Senate Ave., Indianapolis, Ind., $4. Page size (8½ x 11") is the same as that of CERA publications. Although Marlette did not have access to all the CERA source material, the material he does have is used to good advantage. Included are 145 illustrations, history, chronology, proposed lines (never built), and data on every company that operated trolleys or interurbans in the state.

HAWAIIAN TRAMWAYS, the story of Honolulu Rapid Transit Co. and its predecessors, 30 pages, 8½ x 11", $2, has just been published by Pacific Railway Journal, 2304 Melville Dr., San Marino 9, Calif. Written by Roy S. Melvin and Robt. Ramsay, it is very readable and a masterpiece of photographic reproductions.

TRANSPORTATION BULLETIN on Connecticut Valley NRHS Chapter presents two more traction histories by the famous O. R. Cummings.

No. 59 covers BROCKTON & PLYMOUTH STREET RY., a 22-mile trolley line that never quite became an interurban in its 28-year history; 20 illustrated pages, 75 cents.

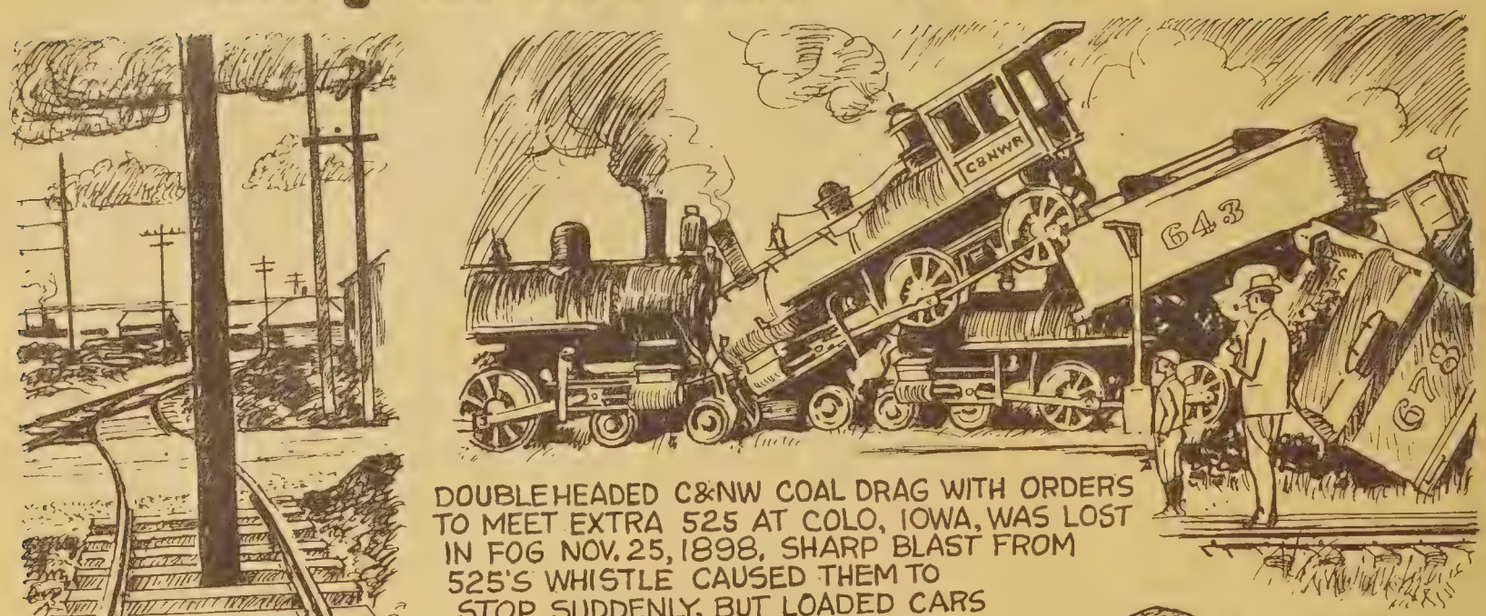
Bulletin 60, priced at 50 cents, covers the GREENFIELD & MONTAGUE TRANSPORTATION AREA trolley line, originally Connecticut Valley Street Ry., municipally operated from 1924 to 1934, then abandoned.

These books may be had from Roger Borrup, Warehouse Point, Conn., $1.25 for both issues.

STATEN ISLAND MIDLAND RY., issued by Electric Railroaders' Assn., 145 Greenwich St., New York 6, N. Y., is sent free to annual subscribers of ERA Headlights, monthly magazine, or may be bought separately from ERA.

Along the Iron Pike

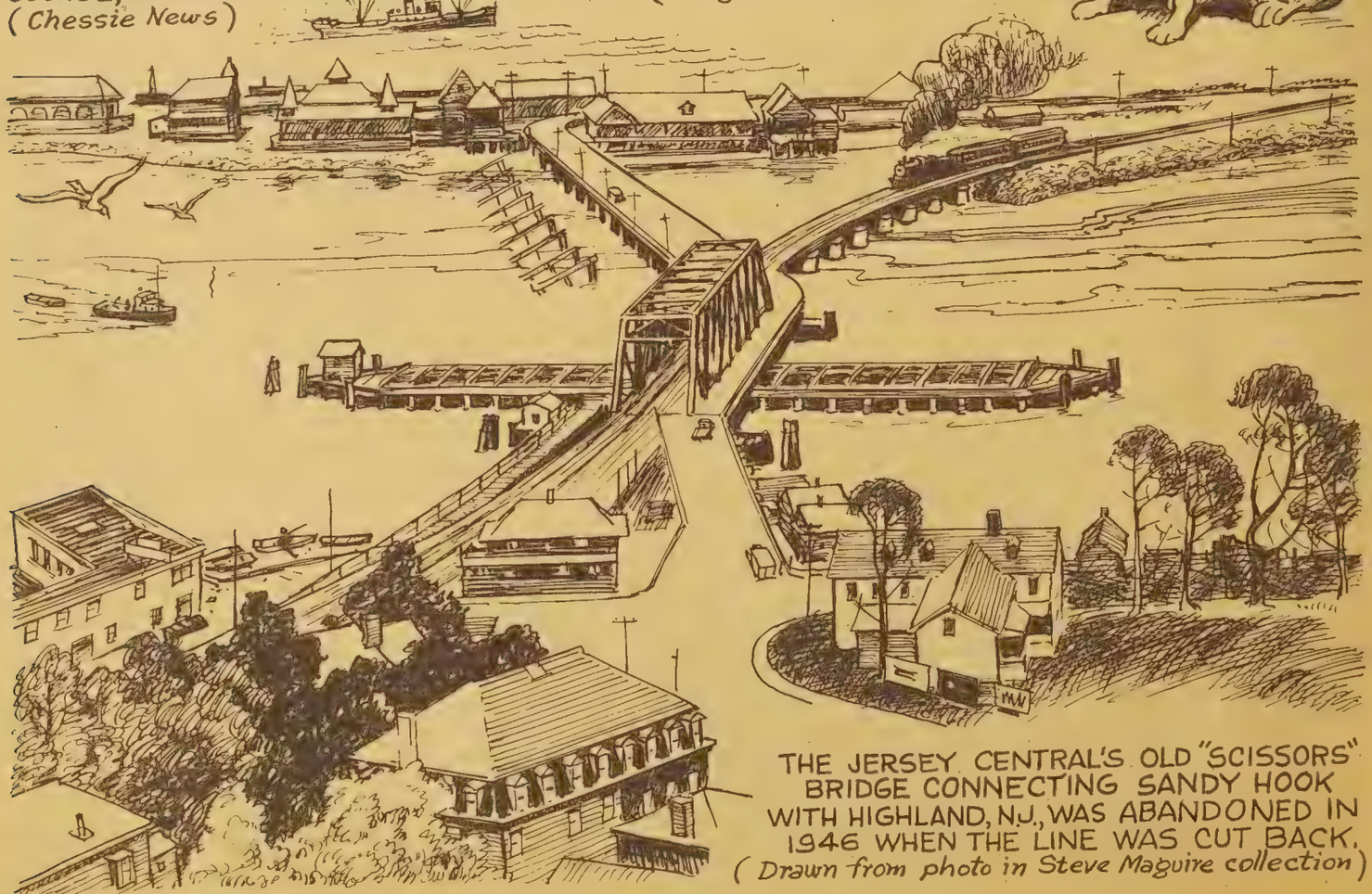
by Joe Easley



DOUBLEHEADED C&NW COAL DRAG WITH ORDERS TO MEET EXTRA 525 AT COLO, IOWA, WAS LOST IN FOG NOV. 25, 1898. SHARP BLAST FROM 525'S WHISTLE CAUSED THEM TO STOP SUDDENLY, BUT LOADED CARS KEPT ON GOING, DERAILING ENGINES. NOBODY WAS HURT. (*Albert Olson, Hardesty, Okla.*)

C&O TRACKMEN BUILT NEW SPUR TO LUMBER PLANT AT GRAND RAPIDS, MICH., WITHOUT REMOVING THIS POLE. LATER, OF COURSE, IT CAME DOWN. (*Chessie News*)

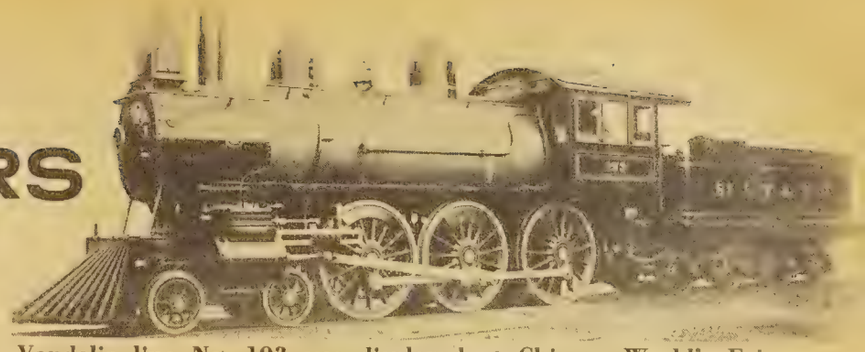
JENNIE WANDERED INTO LONG ISLAND R.R. TRAIN AT SYOSSET, N.Y., AND RODE TO JAMAICA. THERE SHE WAS RECOGNIZED AND SENT BACK HOME TO SYOSSET WITH TAG THAT SAID: "THIS RIDE WAS ON THE HOUSE. NEXT TIME I'LL NEED A TICKET." (*Long Island Railroader*)



THE JERSEY CENTRAL'S OLD "SCISSORS" BRIDGE CONNECTING SANDY HOOK WITH HIGHLAND, N.J., WAS ABANDONED IN 1946 WHEN THE LINE WAS CUT BACK. (*Drawn from photo in Steve Maguire collection*)

The Story of Three TEN-WHEELERS

by "Carload Andy" Ospring



Vandalia line No. 193 was displayed at Chicago World's Fair

IT HAPPENED in 1893, the year of the Chicago's World Fair. I was just a kid then, but I got the story later from my engineer-father, "Dutch Andy" Ospring. The old man had a lot of seniority at that time on the St. Louis, Vandalia & Terre Haute line and was pulling fast pasenger trains.

In 1893 the road received three handsome ten-wheelers from the Pittsburgh Locomotive Works which it had ordered in anticipation of a large passenger business during the Fair, and numbered them 191, 192, and 193. One of these, the 193, was put on display at the Fair.

All three had the same peculiarity: there were no flanges on the front driving wheels. If those drivers were flanged, the builders contended, the locomotives might jump the rails on sharp curves. A mechanical expert with more theory than practical experience figured that the omission of flanges would enable the engines to take curves smoothly at high speed because a locomotive truck was coupled in front of the high lead drivers and there were two other drivers just behind.

"Horsefeathers!" my father scoffed.

He was assigned the 192 and the *Diamond Special*, pride of the Illinois Central. This de luxe passenger train ran between Chicago and East St. Louis, partly on IC rails and the rest of the way on the Vandalia line, changing over at Vandalia, Illinois.

Dutch Andy often said, "The 192 was the best engine I ever run." But he told the master mechanic on the very day she arrived from Pittsburgh: "It ain't safe to round curves with her at high speed. As long as I'm in the cab I'll pinch 'em up on sharp curves but make up the time on straight track."

And he did, too. As the *Diamond* was a night run, you could have seen her shoot off pinwheels of sparks on the curves.

The 191 showed up a month after my father's engine and replaced a smaller ten-wheeler, No. 188, on passenger trains 20 and 21. The newest arrival was assigned to Tom Menifee.

Menifee was a ballast scorcher. Like many others in those days, he tried to outdo his fellow engineers in making speed, and he laughed at the Dutchman's slowing down for curves.

Everyone along the Vandalia was familiar with the sharp reverse curves on the Shoal Creek bottoms between Pocahontas and Stubblefield in Illinois. The Dutchman would ease down to about 35 miles per hour to steady the string of varnish and would hit those curves with his train and engine brakes set.

But Menifee took chances. On his first trip with the 191, on train 21, he thundered into the S curves at about 65 per, possibly bent on showing up Dutch Andy as an old fool.

Even before the 191 could round the first turn of the S, she jumped the track, pulling off the train with her and overturning most of the cars.

Menifee and four mail clerks were injured, and Fireman Sim Holton went to glory. Two wrecking trains from different roads, both with big hooks, set to work at the dismal scene and fished up Sim's dead body from under the wreckage. The first four cars, hopelessly splintered, were burned on the spot to clear the track more quickly.

One month later, almost to the day, Menifee had recovered sufficiently to take out train 21 again, this time with engine 193, which had been brought back from the World's Fair shortly after the wreck and had been broken in on a freight run.

He pulled out of Terre Haute about 40 minutes late. Before leaving, he had signed for a superintendent's bulletin lifting the "go slow" restrictions on the Shoal Creek curves—restrictions imposed because of the wreck.

On this run Menifee was a bit more cautious. He remembered that wreck and what Dutch Andy had said about pinching 'em up, and was still late when he passed Stubblefield at about 65 per. Before hitting the first curve he made a slight application of brakes, reducing speed, and was down to about 50 when he released the brakes just before the second curve.

This caused a sudden spurt. A sickening lurch told the engineer and fireman that their engine trucks were riding the ties! Menifee instantly threw the brake valve to emergency position, wiping the clock, and both men leaped from the cab, one to each side. Although they landed on soft dirt, both were injured.

Two cars left the rails, but there were no casualties. Engine 193, still gleaming with World's Fair paint, turned a complete somersault.

In addition to the usual inquiry, the Mechanical Department found with the aid of a track scale that all three of the new Pittsburgh tenwheelers were carrying too little weight on their lead trucks, which was unsafe.

So the company replaced with steel the wooden pilot beams on all three engines and flanged their front drivers. After that, none of the trio ever turned over again nor did anyone have to pinch 'em on sharp curves. All three were so good that for many years afterward they pulled steel-car passenger trains.

Meanwhile, I had grown up and followed my illustrious father into engine service on the same road, which now belonged to the Pennsylvania. One night out of East St. Louis in 1912 with Engineer Jimmie Buckley, I fired my dad's old engine, No. 192, which had been renumbered 13. Our train was No. 14, a heavy express with a dozen steel cars. The old ten-wheeler performed beautifully.

Later, I fired the same engine for Johnny May on a Brazil, Ind., work train. Every night when we headed back to Terre Haute and home, May would see how fast his gal could run around curves. We pulled no weight other than a few empty cars or just a caboose but we navigated some fishhook curves as easily as if they had been straight track.

Yes, sir, old Dutch Andy had been right about the need for flanges on the front drivers of those three high-wheeled passenger engines. ●

No. 108 on Cold Spring Harbor hill.
Frank Zahn (LIRR conductor)

Long Island Rail Road

Roster compiled by Savas Stavropoulos

THE LONG ISLAND, which already hauls a smaller percentage of freight, as compared with passenger business, than any other main-line railroad in the country, faces danger to even that relatively modest tonnage from the Lackawanna's effort to "muscle in" on LIRR territory (Nassau and Suffolk counties) with piggyback operation. This invasion recalls the Gould-Fiske-Vanderbilt era of cut-throat competition. Whether or not it succeeds is up to the Interstate Commerce Commission, a regulatory body which did not exist in those days.

Tom Goodfellow, LIRR president, warns the ICC that the invasion holds a threat of fare rises for the Long Island's 275,000 daily passengers, a deterioration in service, and an undermining of the once bankrupt road's rehabilitation program.

To improve service on its booming Port Jefferson branch, the Long Island has started a year-long, half-a-million-dollar installation of the latest thing in push-button railroading. In all, 22½ miles of the most heavily traveled portion of the 32-mile branch will be equipped with CTC. This will increase flexibility of operation and permit the eventual addition of new trains. Engineers estimate it will give the line added capacity equivalent to construction of another track.

Equally important, the new setup will still further increase commuters' already excellent chances of getting to work or back home on time. On the

STEAM LOCOMOTIVES (none in service)

Class	Road Nos.	Cyls.	Dri.	BP	Weight	TE	Builder	Date
4-4-2 (Atlantic) Type								
E51sa	1-4	21x26	76	200	173,600	23,675	Baldwin	1901-'2
4-4-0 (American) Type								
D54	64-73	18x24	67	180	105,000	17,757	Baldwin	1893
D55	74-76	18x24	67	180	110,500	17,757	Baldwin	1893
D55a	77-81	18x24	67	180	116,300	17,757	Brooks	1898
D56s	82-100	20x24	68	200	144,300	24,000	Baldwin	1903,'04
D16sb	201-231	20x26	68	175	142,100	22,750	Juniata	1905,'06
4-6-0 (Ten-Wheeler) Type								
G54sb	5, 6, 10-15	20x26	68	200	178,000	30,456	Baldwin	1901,'02
G54sa	7-9, 16-19	21x26	72	200	180,550	27,072	Baldwin	1902,'03
G5s	20-50	24x28	68	205	237,000	41,328	Juniata	1924,'25,'28,'29
G53	123-127	21x26	60½	180	156,000	28,996	Brooks	1899
G53a	128-132	21x26	60½	200	168,900	32,218	Brooks	1907
G53b	133-136	21x26	60½	200	178,200	32,218	Brooks	1911
G53sc	137-140	21x26	60½	200	182,270	32,218	Schenectady	1913
G53sd	141-146	21½x26	60½	200	188,800	33,771	Brooks	1917
2-8-0 (Consolidation) Type								
H10s	101-119	26x28	62	205	247,500	53,197	Baldwin Brooks Lima Pittsburgh Juniata	1913,'15 1916 1915,'16 1913 1913
H5I	151-153	21x28	51	180	161,100	37,044	Brooks	1898
H5Ia	154, 155	21x28	51	180	165,700	37,044	Baldwin	1903
H6sb	300-314	22x28	56	195	204,800	40,111	Baldwin Juniata	1905,'07 1906 (#311)
0-6-0 (Switcher) Type								
B53sb	170, 171	19x26	51	180	136,250	28,157	Baldwin	1913
B53	172-175, 191-197	19x26	51	180	123,000	28,157	Baldwin	1902,'03,'05,'06
B52a	189, 190	18x24	51	180	93,900	23,328	Baldwin	1899, 1901
B53a	198, 199	19x26	51	180	134,000	28,157	Baldwin	1911
0-8-0 (Switcher) Type								
C51s	251-254	23x28	56	200	203,000	44,965	Schenectady Pittsburgh	1916 1918
C51sa	255-269	23x28	56	200	208,700	44,965	Schenectady Richmond	1922 1924

ELECTRIC LOCOMOTIVES (all scrapped)

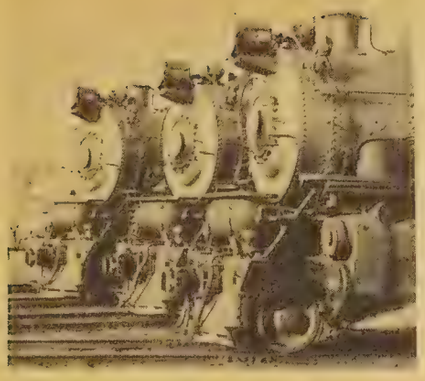
Class	Road Nos.	Whl. Ar.	Dri.	Weight	TE	Builder	Date
AI	320, 322	0-4-0	33	50,000	15,000	BW	1926,'27
AAI	323	0-4-4-0	56	188,000	60,267	Juniata	1905
B3	324-337	0-6-0	62	158,000	50,000	Juniata	1926
DDI	338-360	4-4-4-4	72	313,000	66,000	Juniata	1910,'11

DIESEL LOCOMOTIVES (scrapped)

Class	Road Nos.	Dri.	Weight	HP	Builder	Date
AA2	401	36	203,300	600	Schen.-GE	1925
AA3	402	40	213,000	600	Schen.-GE	1928
AA4	403A, 403B	38	174,000	600	BW	1927

DIESEL LOCOMOTIVES (in service)

GS4	400	33	88,000	400	GE	1950
AS6	404-408	40	198,950	660	Alco	1946
	413, 414	40	198,950	660	Alco	1949
	417-421	40	199,900	660	Alco	1949
AS-6c	415, 416	40	201,600	660	Alco	1949
BS-6	403	40	197,600	660	Baldwin	1945
BS-6a	409-412	40	196,000	660	Baldwin	1948
AS-10	446, 447	40	232,350	1000	Alco	1949
AS-10c	448, 449	40	232,350	1000	Alco	1949
	451-460	40	235,800	1000	Alco	1949
BS-10ac	450	40	230,200	1000	Baldwin	1948
AGP-10sc	461-465	40	251,400	1000	Alco	1948,'49
AGP-10msc	466-469	40	247,130	1000	Alco	1950
AGP-16msc	1551-1560	40	255,040	1600	Alco	1955
FGP-16sc	1501-1503	42	260,000*	1600	FM	1951 (#1503, 1950)
FGP-16msc	1504-1509	42	263,600	1600	FM	1951
FP-20sc	2001-2008	42	243,540	2000	FM	1950
FP-24sc	2401-2404	42	254,335	2400	FM	1951
GS-1	398, 399	33	50,000	150	GE	1958



now-rare occasions when a train develops mechanical trouble, the CTC installation will enable operating personnel to clear the line in a fraction of the time now required. Incidentally, the big commuter road has 6760 employes.

Bucking a nation-wide trend toward fewer rail passengers, the Long Island actually carried 326,016 *more* paying riders last year than it did in '58. This is encouraging. Last year the road collected 73,934,636 fares, a gain of 0.44 percent. Compare this with 10.2 percent *loss* in number of passengers in 1959 on the Pennsy, NYC, and New Haven.

Back in the days before it was modernized, the LIRR was the butt of many jokes. For example: A man was standing on the track, clutching a loaf of bread, when a lady rushed over to him, saying: "It's not safe to stand there. A train could kill you."

"But I aim to commit suicide," said the man, "because my wife left me."

"What are you doing with bread?"

"Oh, I don't want to starve before a Long Island train comes along."

Miscellaneous Notes

Roster checked by LIRR Motive Power Dept., Jan. 12, 1960. Only classified locos are listed. (Unclassified locos are those built prior to 1893, when the classification system was first put into effect. Savas Stavropoulos is accumulating data on unclassified LIRR locos, those built between 1834 and 1893, and hopes to have a roster of them ready for publication at some future date.)

All H10s Consolidations were former Pennsy locomotives. Their original numbers were respectively 7146, 7174, 7205, 7732, 7558, 7140, 7616, 7152, 7952 8610, 8239, 8246, 9732, 8222, 8814, 9888, 7931, 8527, and 8566.

The H6sb's also were former Pennsy engines, numbered respectively 987, 2920, 3117, 3108, 2904, 3109, 1689, 3062, 2754, 3064, 3571, 3832 (ex-Cumberland Valley 101), 3576, 2811, and 2830.

All LIRR steamers except 35 and 38 have been scrapped. No. 35 is permanently on display at Nassau County Park, Salisbury, N.Y. No. 38 is at the Stoney Brook Carriage House Museum. Originally No. 39, she was renumbered because 39's plate had been presented to Roy Campanella, baseball star, who was No. 39 on the Brooklyn Dodgers.

LIRR leased many steamers from the Pennsy: Classes B6 (0-6-0), B8 (0-6-0T), E1 (4-4-2) Camelback, built in 1899 at Altoona, the only regular Camelback the Pennsy ever built; E3-A (4-4-2), E3-SD (4-4-2), E6 (4-4-2), E7s (4-4-2), H9s (2-8-0), K2 (4-6-2), K4s (4-6-2), and L1 (2-8-2).

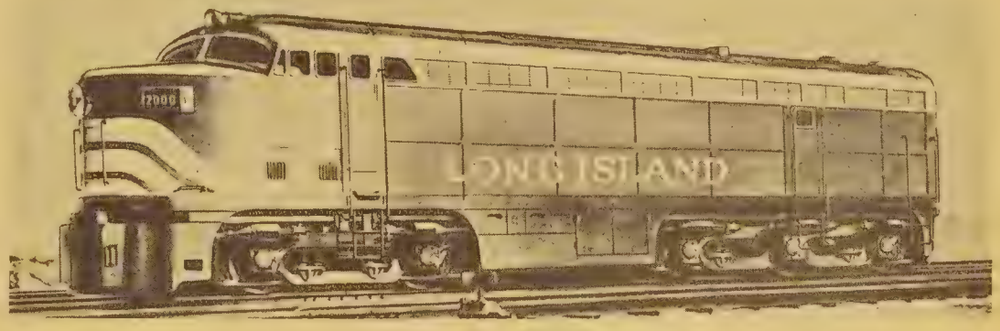
*No. 1503 weighs 248,140 pounds.

Diesels 398 and 399 are used solely as shop switchers at Morris Park shops.

Electrics: No. 323 was originally Pennsy No. 8, PRR's first electric loco. DD1's 338-355 were originally Pennsy Nos. 35, 13, 21, 16, 20, 26, 42, 41, 27, 12, 11, 38, 22, 15, 21, 19, 29, and 34.

Diameter of drivers is stated in inches, weight of locomotive (without tender) in pounds. BP, boiler pressure in pounds per square inch; TE, tractive effort in pounds; Juniata, Juniata shops; GE, General Electric; BW, Baldwin-Westinghouse.

No. 49 wheels a five-car passenger train westward through Locust Valley, N. Y.
Norman E. Kohl, 51 Locust Ave., Glen Head, N. Y.



One of the first diesels that replaced steam engines in LIRR passenger service.
Long Island Rail Road

The new and the old at Oyster Bay in 1953: a diesel and steam loco No. 50.
David Plowden, 1239 Madison Ave., New York City

Frank Zahn, 78-60 80th St., Glendale, N. Y.
No. 21 and another Class G5s ten-wheeler doublehead through Floral Park.

Ritter Lumber Co. train returns from big woods to mill at Swandale, W. Virginia.
David G. Knox, Star Route, Parkesburg, Pa.

Outside the Rulebook

by "Frog" Smith

An Oldtime Hogger Recalls Some Strange Happenings on Logging Roads and Elsewhere and Tells About "Hoodooed" Locomotives

RAILROADING long ago was a dangerous game. You couldn't always count on train orders then, because bullheaded crews bluffed their way through. Some of us old-timers remember the days of "smoke orders," when you kept going ahead on a single-track pike until you saw the engine smoke of another train coming toward you. That was real exciting. You wondered whether or not you'd stop in time to avert a cornfield meet and which train would eventually back up—after a hot argument, of course.

But even in those days each railroad had its own version of *The Standard Book of Rules for Train Operation,* commonly called "the railroad man's Bible." Those rules were designed to keep the wheels rolling at minimum expense to the company and with the fewest possible number of casualties.

Speaking of rules, Rule G comes to mind in connection with a dank, rainy, June night in 1912. The scene was Buck Bend, a swampy crossroads 25 miles south of Chipley, Florida, on the old Birmingham, Columbus & St. Andrews, a little pike that died many years ago without touching any of those three cities. Begun in the '90's, the so-called Birmingham line had managed to reach Southport on the Florida coast by running precariously over a dozen miles of the Sale-Davis Lumber Company's 35-pound rail.

Although the BC&StA's operations were relatively small, its wrecks were limited only by the size of its trains. One smashup occurred that night at Buck Bend. I had hired out just in time to help clean up the mess.

We had no steam wrecking crane but used cables and snatch-blocks. Sliding over the wet, torn-up track, our equipment in action looked like snakes and snapping turtles. You had to keep out of the way if you wanted to stay alive.

We toiled, sweated, and cussed in the slanting rain by the dim light of oil lanterns. We couldn't see very much. True, the old ten-wheeler, No. 33, which was puffing smoke idly while she waited to make the pull, carried the usual oilburning headlight atop her smokebox, but its feeble rays pointed away from the rails.

At the foot of the grade, in a slimy pest-hole, two section crews and Dan Campbell's extra gang were stumbling through the uncertain glare of a bonfire made from wornout crossties and lightwood knots. Our first job was to separate two carloads of spilled lumber from the carload of long-dead hogs that stunk to high heaven.

A walkway of wide planks favored the lumber-toting men, but those of us who were setting jacks and rigging cables under the derailed cars fared rather badly. The stench was nauseating. Those acorn-fed razorbacks had perished ten days before when a stock car jumped the track in the same spot, and the second derailment only made the situation much worse.

Time after time we had to stop and go into the scrub oaks for fresh air and back to the caboose for steaming hot coffee. The Java gave out too soon, leaving us nothing to drink but brackish pond water. We were retching almost constantly. Sick and ready to quit.

Mr. Campbell collared the roadmaster, Richard F. Scarlett, and blurted out: "Dick, there's only one way to keep the men workin' in that hole. Get 'em some whisky!"

"We will do no such thing," the roadmaster said coldly. "You know as well as I that Rule G forbids the use of alcoholic liquor on the job."

"But what else can we do?"

"Offer your men a little more pay."

"I've tried that already," Campbell groaned, "and it ain't no damn good. Everybody is sick from the rotten hogs and they're goin' back to town right now if we don't get somethin' to wash the stink outa their guts."

The brass collar bristled. "Nobody is quitting till we clear the line, and nobody rides the train out of this swamp unless he stays on the job."

Dan Campbell also was angry. "You'd better get somethin' in here to drink besides pond water," he snapped, "or the men will walk out and sure as hell I'll go with 'em."

Mr. Scarlett wilted under the threat. "Okay, Dan, have it your way."

A man who knew the countryside disappeared quietly into the swamp and

soon returned with two glass jugs full of white mule. It didn't take long to empty both jugs. There were raucous jokes and snatches of song. The locomotive engineer, Arch Pippin, didn't drink but sat in his cab enjoying the show.

Our disgruntled roadmaster predicted the worst and wondered how he would square himself at the offices in Chipley the next day. When the messenger went back into the swamp for more moonshire, Mr. Scarlett sneaked off to the caboose and hid there, but I didn't see anyone else on the scene objecting to free drinks at the railroad's expense.

With a stiff shot of moonshine under our belts, we felt much better and some men carelessly kicked the dead porkers aside as they went about their work.

The job moved faster. More and more often Engineer Pippin and the 33 were called on to tighten the cables. Even though additional whisky appeared, I don't think anybody drank to excess. Partly filled jugs stood around for use later. By the time the cars were skidded back up the bank and onto wet rail, we were all in high spirts and a full choir was singing *Evalina and Her Daughter,* a track-lining chanty.

With a last long pull at the jugs to ward off possible cases of pneumonia and snake-bite, we climbed aboard the rerailed cars and waved to Arch Pippin to couple the rest of the train and high-ball for home. We left our hand-cars in the swamp because nobody felt like pumping them back to town.

TURN now to rules governing the use of air brakes. That chapter in the *Book of Rules* was—and is—important, but in bygone days it plagued many a shortline because a variety of rolling stock did not fit the rulebook.

I'm thinking of No. 66, a ten-wheeler of uncertain vintage on the Flint River & North Eastern, a 25-mile streak of rust that used to operate in southern Georgia. Created in 1902 by cross-breeding two logging roads, the Flint River line leapfrogged over the high red hills on ungraded roadbed laid with rusty rails weighing from 30 to 45 pounds per yard.

Old 66 never was a beauty, and slogging through mudholes did not improve her looks. A woodburner with a giant balloon stack, she had been handed down from the Georgia Northern and was, beyond doubt, the most disreputable scrap-pile ever to head a mixed train. She made two round trips daily under the careful hand of Will Pilan, but no one else would touch her if he could avoid it.

Her spring hangers were wedged up with a choice collection of shims, spikes, and chain links. None of her crank pins or brasses met specifications, while her driving-box faces were worn down to the bare iron. Maybe so much loose motion explained why she wallowed all over the steel without dropping into the ditch like a tightly-fitted engine would have done. But then old 66 did things differently. Most engineers have their share of air-brake trouble while they are going forward, but old 66 backed her hogger into a stew.

Her boiler leaked like an outhouse roof. So did her air-brake system. The air pressure went somewhere so fast that the air pump ran continuously without feeling the train-line governor. And the ancient pump's thirst for steam got Will Pilan into trouble one dark September night in 1910.

Will was late that Saturday and took a chance on running one wood station in order to get better fuel at Sale City for firing up Sunday morning. But he

MAKE BIG MONEY
DON'T BE HALF-TRAINED... BE A MASTER TECHNICIAN
Train at Home For One of America's "Big 3" Industries
THE "BIG 3" INDUSTRIES—TV-Radio-Electronics, Auto Mechanics & Diesel, Air Conditioning-Refrigeration-Electrical Appliances—all are growing at a tremendous pace. As a Master Technician, in any one of these Big 3 fields, you can go places in your own business, or make big money with a manufacturer, dealer or distributor.
MILLIONS of new and used TV sets, radios, electronic units... cars, trucks and diesel engines... air conditioners, refrigerators and appliances... all need service and repair. You'll always have steady work.
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almost swallowed his cud of Brown's Mule when he rolled into Sale City and found to his dismay that the wood rack there was empty.

"Nine more miles and no wood," he said to the fireboy, "with that damned pump goin' steady *wham, wham* all the time, usin' more steam than it takes to get over the road."

Both men knew they could never get anywhere with the air pump acting up, even though their train consisted of only a light wooden combination coach behind the fifty-ton engine. They gave some thought to the matter.

"What can we do?" the tallowpot asked.

Will pulled at his walrus moustache. "I'll shut the pump down and you bleed the air off the coach while Mims loads the passengers. Just keep quiet and maybe we'll make it to the slab pile at Ticknor sawmill."

Conductor Mims did not suspect what was going on right under his bulbous nose. He gave a highball and the light train eased out of Sale City in a shower of sparks. The fireman shoveled trash into the firebox, saving his few precious sticks of wood for the Bridge Creek hill.

And just as he threw in those sticks and slammed the door for the climb out of Bridge Creek swamp, more trouble overtook them. With the wood bunker empty, the front end of the tender went up, shooting the water to the rear. The last coupler dropped so low that the coach bounced free and Will Pilan lost his one-car train. Pulling the engine ahead to a safe distance, he stopped while the coach, without brakes, sashayed back and forth and finally stopped on the creek trestle. Then he began the ticklish job of recoupling her in the dark and without brakes.

Old 66 rolled slowly backward, held only by the compression in the cylinders. She was within a few feet of the stalled coach when the worn latch flew off the old reverse lever quadrant.

The lever slammed into the back corner, pinning Will's legs, while the antique engine shot backward like a comet. Before the startled hogger could horse the lever over and stop, she rammed the coach with a crash that sent the few passengers tumbling over the seats and each other.

As the fireman picked himself up from the empty wood bunker, he grinned. "Say hello to the Old Man for me, will you?"

"Most likely you'll be there too," growled Will. "I wonder if anybody got hurt."

Leaning far out the gangway, he listened intently. He heard an uproarious laugh and saw Conductor Mims' gold teeth flash in the light of his lantern. No one was hurt badly enough to complain, but the con played it safe. He rummaged around in the baggage compartment until he found a link and coupled with it.

Nothing was heard later from the incident, but when Will stopped at Ticknor sawmill slab pile with sixty pounds of steam and a scant gage of water, he solemnly resolved that never again would he run a wood stop when he had room for more fuel.

SOME well-known rules of the rail are unwritten, mainly because their language would not look well in print. One concerns the main-line hogger who does not want a dinkey-skinner from a logging road do something that he himself failed to do. And who can blame him? I learned that the tough way when the engineer on a high-wheeled Florida East Coast 4-6-2 told me where to go to.

Not long after the big sprawling sawmill at Hopkins, Florida, had shut down for all time, a new mill was built at Wabasso, 25 miles distant. The owners bought a dozen rusty log trucks and other items from Hopkins.

I ran the old Mogul that made up the train. Such a train you probably never saw. Besides the log trucks, there were two home-made cars, both loaded with spare wheels, blocks, cables, and other junk. Also a Clyde-Decker log-loader, two stories high and four feet wider than standard cars. She knocked off every switch target as she went out of the yard. But the real joker was a six-truck Bell tracklaying machine. Such a train could not be handled in a regular freight consist, so an extra crew and engine 148 came down from New Smyrna to move it.

I had no fireman or other helper while making up the ragged train, but the FEC flagman graciously led me out of the mill yard and up to the main line—after I had assured him that the ancient Mogul would not blow up before we made the half-mile.

There was no way of turning the long snout-like boom on the tracklaying machine, so it had to be headed to Wabasso, and as the engine could not couple to the front end of the Bell that ungainly machine was shoved ahead of the main-line engine. The Florida East Coast engineer backed his high-wheeled Pacific into a siding while I shoved the track machine out ahead of him and waited to watch the fun.

The only coupling on the rear of the Bell tracklayer was a solid, round iron bar six feet long with a two-inch hole in the end. None of the main-line crew had ever made a link-and-pin coupling, a job that severed many fingers and some hands and arms in the early days of railroading. But it had to be done so the crew made a start.

Removing the coupling knuckle from the Pacific's pilot, they lifted the heavy iron bar and waved the engineer ahead. Each time the high-wheeled Pacific took steam, she reacted like a scared rabbit kicked in the pants, and the crew dropped the coupling bar and fled from between. Try after try was made, but each time the Bell rolled ahead until she got dangerously close to the main line.

I was used to making link-and-pin couplings, and the old Mogul with her steam jams could stop on a dime. So I called across to the sweating main-line hogger: "Mister, if you will let me, I can ease you up to the coupling."

"You go to hell," he exploded. "I ain't lettin' no damned log-train man do what I can't do."

And that was that. When at long last the brakie speared the hole in the bar with a long, sharp, log-train pin, the Bell's front trucks were hugging the derail.

Hauling logs over main-line rails used to be a common practice in the South. It is still being done in some places, but not by sawmill engines. Today the log cars are standard equipment, loaded to capacity and pulled by main-line diesels.

AS RECENTLY as 1944 the Dowling-Camp Lumber Company of Slater, Fla., was running its own log trains over the Seaboard Air Line through Fort Myers. It was on such a trip one night that a hogger broke the sacred rule of never letting an unauthorized person run his engine, and he got the scare of his life.

On that occasion Roy Collins was handling the 103, an ex-Seaboard passenger locomotive moving track to a new spur. He should have been home before night. But when ten p.m. rolled by and no train had showed up, the mill-owner, W. H. Dowling, reached for the telephone. No one could tell him what had become of the 103 and her crew. Knowing the speed of the big eight-

wheeler, one of the last to operate in Florida. Mr. Dowling wondered if they might be in the ditch. But even if they were, he should have heard from W. D. Smith, the conductor.

"There's one for the books," muttered Mr. Dowling. " A whole train lost, when you can almost see both ends of the road!"

Climbing into his battered Buick, he picked up a companion and set out to find the missing train. The train had not reached Fort Myers, so he burned up the cross-state highway east of town, keeping watch on the Seaboard branch line to his right. When at last he found the train, it was stalled close to the highway, with blazing hot boxes lighting it up from end to end.

The spur tracks running into the pine forest were of even-joint rail for quick moving. A steam crane could load the rail sections, crossties, and so on as fast as a crew could loosen them. The track they were carrying had been picked up off the bottom of a cypress pond with some two inches of wet sand still covering the ties. With all the extra weight and the sand falling into many open journal boxes, the whole string of cars had run hot.

When Mr. Dowling arrived, the faithful crew had used up all their journal dope and were mixing engine oil with rags, waste, and even Spanish moss off the trackside trees. The boss appreciated their efforts and told them so, but it was late. He ordered the train set out on the nearest sidetrack and told everybody to climb aboard. Calling across to his companion in the Buick, he said he'd ride back to Slater mill.

With journals smoking, they rolled slowly into Alva. Then Conductor Smith led the squealing cars into the siding and threw a chock under the wheels to make sure they stayed put. The spur held only the loads, leaving four empty flatcars next to the engine. Pulling the pin on the loads, the skipper waved the engine ahead with the four flats. As they cleared the points, he locked the switch and gave Collins a highball. But Collins had just stepped outside the rulebook.

While the 103 was clanking slowly out of the siding with the four empties Collins asked the boss, more out of respect for him than for any other reason: "Would you like to run the engine, sir?"

"Thanks, I don't care if I do," said the owner, climbing onto the seatbox.

Roy Collins knew that Mr. Dowling had handled many log engines in the past, both his own and his father's, but he was not expecting what happened that night. Mr. Dowling dropped the lever down a couple of notches as he settled himself for the twenty-mile run into Fort Myers, and when he saw the con's lantern go up and down he latched the throttle out. The high-wheeled passenger engine, just free of her heavy load, responded like a race horse. By the time the conductor had locked the switch, Mr. Dowling was on his way and the skipper had to run for it.

Stumbling over uneven ties in the dark, Smith barely caught the last car and lost his lantern in boarding it. By the time the con got his breath, Mr. Dowling had the throttle in his lap, and the four empties were bouncing so much that it was impossible to stand up and walk to the engine in the dark. Smith had to ride the rear in the cold all by his lonesome.

He was wet, cold, muddy, and mad clear through, and as soon as they slowed for Fort Myers he stood up. But the air had not been coupled on the four empties, and when the big boss

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hit the engine brakes, the slack ran out and Smith ploughed into the wet car decking with a crash that jarred his gizzard. Without trying to stand again, he slid off the car and ran toward the engine, swearing as he went.

"Hey, you damn fools!" he yelled. "What do you think you're pulling, the *Silver Meteor?*"

He cooled down when he saw who was at the throttle, but he did not smile when Mr. Dowling asked, "Why didn't you flag us down?"

"What with, my shirttail?" fumed the bedraggled skipper. "The air ain't connected on them cars, and I lost my lantern at Alva. Why didn't you look back once in a while?"

"I couldn't have seen you without your lantern," Mr. Dowling grinned.

ANOTHER unwritten rule that deserves mention would cover the returning of favors and getting even with somebody. Naturally, it lowers the main-line hogger's pride to ask a favor of some grimy eight-wheeler's throttle-jerker. Which brings me to an incident involving my father, Dick Smith, shortly before the turn of the century. At that time Dad was running the log train at the L. P. James Mill in the old Georgia Southern & Florida before it became a segment of the Southern Railway system.

While he was switching, one of the GS&F's huge new Consolidations limped into town and stopped opposite the logging outfit. Knowing Dad personally, as did most of the hoggers along the line, the freight engineer walked across to the eight-wheeler and climbed into the cab.

"Dick," he said, "I'm in trouble. One of my forward eccentric disks has slipped and I haven't a set screw wrench. Can you loan me one?"

"Certainly," Dad answered, "but we'll have to go down to the shop to get it."

Telling the flagman they'd be right back, he and the freight engineer rode the little 4-4-0 down through the mill yard to the mill machine shop and soon returned with the heavy-jawed wrench they needed to set the valve gear.

Maybe Dad should have said less about a main-line man not being able to keep up his engine, but he enjoyed kidding his friend. After a while the freight engineer got tired of hearing and decided on a plan to shut Dad up. My father walked into the trap.

When the disk was back in place and tightened, the main-line man returned the wrench, saying: "Dick, I have my doubts that we have enough lead on that side. I'm afraid I might stick on the hill. How about giving me a shove out of town?"

"Sure," quipped Dad. "Always glad to help a fellow who can't help himself."

After running around the freight train on the passing track, he coupled on behind the caboose, and the trap was set. While Dad was coupling on, the freight engineer tipped his conductor off to the neat little trick he had in mind.

Now in those days many old locomotives did not have a standard coupler on the front end because of their pilots, seven feet long, that were called *cow-catchers.* Instead of a drawhead, they had an iron bar, six or seven foot long, with a hole in the end. Dad's little teakettle was coupled like that, and his fireman could not reach the coupling pin. When they topped the hill going out of the sawmill town, Dad blew his whistle, but the freight crew paid no attention to him.

Dad tried repeatedly to blow the main-line man down, and each time that worthy answered with two short toots and held his throttle wide open. They were five miles from home, up what is now the Southern Railway main line between Atlanta and Valdosta, when the laughing freight crew felt they had gotten even and they pulled the pin.

Dad knew he had been taken, but there was nothing to do about it. He was out on the main line, five miles from home, without orders or time-card. Blowing his whistle furiously, he scooted back to the mill town as fast as the little eight-wheeler could run in reverse.

Officially, nothing was ever heard of the stunt, but to pull a trick like that in this day of rules and regulations would probably upset the general manager's swivel chair and cause several men to be fired.

SOME folks say there never was a hoodooed engine. That is easy to believe when you are lolling in an armchair or an air-conditioned diesel cab. But things looked different to the old-time hogger fighting steam from a leaky front end for a look down the track.

The first engine to pull a train over the old Flint River & North Eastern down in Georgia was the Six-spot, an eight-wheeler built by Dickson some time in the seventies. After a while that engine was needed in the woods; so the Two-spot, a 40-ton Davenport Mogul with four-foot drivers, took over the mixed train.

My father pulled that mixed train from the very first, in 1903, until he died two years later, first with the eight-wheeler and then with the Mogul.

That Mogul had a dubious setup, being a long-coupled old girl with a pair of bald driving wheels in the middle. Even so, Dad was proud of her. He squared her wheels carefully and checked her main-rod clearance, but he left every side-rod brass open as wide as possible. He did so because he knew that on a rough road, if the side rods were fitted snugly when the middle driver ran over a hump in the rail at a curve, the binding of the rods would lift the front wheel's flange over the rail, or the rear wheel's flange if backing up, and *vice versa.*

In the chilly gray November weather of 1906 Dad became sick. He spent the last week of his active life running an old deckless eight-wheeler, No. 97, pulling the work train, a leisurely job that he hoped would be a rest cure. But he grew steadily worse and stayed in bed for approximately three weeks before he died.

During those weeks his beloved Mogul was run by a younger man, Will Bryant. Will complained repeatedly of the "shameful" way Dick Smith had let his side rods beat themselves out. He boasted that if he ever got the Mogul permanently he'd put her in "main-line" shape. Well, when Dad passed on, Will inherited the Two-spot. Beginning that same Friday night, he filed brasses and tightened up shoes and wedges, stiffening the entire engine.

Dad was buried on a rainy Saturday morning, December 9th. I will never forget it. His Mogul did not pull the funeral train but, in deference to my mother, was decked with black crepe, as was the custom in those days, and kept out of sight in the woods. An old coalburning eight-wheeler, No. 1, also shrouded in mourning, pulled the crepe-hung funereal baggage car from Ticknor to Pelham, where Dad is now sleeping out eternity.

During the entire trip the One-spot's whistle did not blow nor did the engine whistle of the Atlantic Coast Line train which came into Pelham as the casket was being loaded into a horse-drawn hearse. Shortly before his death

Dad had applied for membership in the great Brotherhood of Locomotive Engineers and for that reason the ACL crew stood bareheaded in the drizzling cold rain to show their respect.

You who don't believe in hoodooed engines, keep on reading. Four days after the funeral the old Mogul, which the new hogger had put in "main-line" shape, turned over on a high grade in Lost Creek, completely stripping herself. She was still carrying sodden streamers of black crepe in memory of my father when the wrecking crew dug her out of the mud. Both the new runner and his firemen were laid up with injuries for two or three months after the smashup.

The Mogul was rebuilt, including a new stack and tender to replace the ones destroyed at Lost Creek. But she would not steam, pull, nor even stay on the rails. After standing idle for some time, she was taken over by the Georgia Northern. The boys on the Georgia Northern thought they knew what to do. They rebuilt the Two-spot again, this time loosening her brasses and wedge bolts.

But she was never the same after that. Couldn't even switch in the Moultrie yards. Hoodooed, I'd say. So the new owners sold her "down the river" to a sawmill company at Noma, Florida.

There, in 1910, she spread the rails and piled up at the foot of a hill, with the log train on top of her. When she rolled to a stop, Engineer Jesse Enfinger had both feet caught in the split running board and, by reaching behind him, could pat the logs laying against the cab. Jesse was still crippled from that wreck when he died at Fort Myers forty years later.

Meanwhile, old 97, the last engine Dad ever handled, had been sent to Bridgeboro, Georgia, to pull the work train for another big sawmill, which was owned by the same company, Corbett & Taylor. One day she started for the woods to pick up the loggers. The planing mill had broken down and closed for the day, so the four planing-mill hands went along for the ride.

At Pecan City, twelve miles south of Albany, Georgia, the 97 backed into a sidetrack to let a Georgia Northern freight go by. The freight was pulled by a ten-wheeler, No. 55. Whether the 55 had split the switch or left it open will never be known. She reeled into the siding and crashed head-on into the ancient 97, knocking the tank off the back of her frame. What a smashup!

The 97's rods had to be taken down to get her to roll back to Bridgeboro, but the 55 suffered little damage except that her smokebox and headlight were cracked and her pilot broken.

Both engineers and the four planing-mill men went to glory. One body was recognized by a missing finger; the others were never identified. The freight conductor threw aside No. 55's broken pilot and climbed into the cab. The dead and injured were loaded into the freight train and taken into town, with the conductor at the throttle. I got the story from the 55's fireman. He'd been on the deck firing, glanced up, and missed the hogger. Next thing he knew, he woke up in the Albany Hospital.

The 55's engineer, Mr. Pope, a man with a long gray beard, might have survived the wreck if he had stayed in the cab. But he jumped, hit a short block sawn from the end of a crosstie, and was killed.

Up to that time, the 55 had been one of the best engines on the line, but thereafter the men regarded her as jinxed and refused to take her out. When at last she was scrapped in 1944 at Slater, Florida, nobody cared. Yes, there is a lot of railroading you can't explain by the rulebook. ●

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A Retired Motorman's Paradise

by HENRY F. UNGER

Gentry greases the switch so that his simulated cable-car won't squeal when it rounds a curve in full view of the patio and swimming pool shown below.

Claude Gentry

HOW do old retired motormen spend their time? We don't know about the others, but Claude Gentry, who worked 25 years for Detroit United Railways, mostly on the Detroit - Pontiac high - speed interurban run, has a neat little paradise of his own just outside Phoenix, Arizona. There at Ramada Inn, one of the world's largest motels, he operates a brightly-painted replica of a San Francisco cable-car.

This quaint vehicle is built of steel, with a fiberglas roof, wooden seats, and hydraulic brakes. Each night he recharges its 36-volt, two-hp. batteries. The half-mile of 29½-inch-gage track is laid with gleaming 22-pound steel rail. His car seats 15 adults or 20 small children and takes about ten minutes for a trip, which Gentry figures is at the leisurely rate of six or seven miles per hour.

The 64-year-old motorman retired from his big job in 1956 but still belongs to the Amalgamated Association of Street and Electrical Railway Employes of America. He operates the motel tramway every day in the week but Thursday, from 10 a.m. to 8 p.m., whenever there is a demand for rides, and enjoys every minute of it.

Each trip is a personally conducted tour. Gentry rings a gong and tells his passengers about the nearby points of interests. It's an ideal setup for a fellow who misses the fast interurban cars. ●

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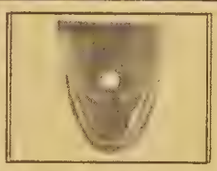

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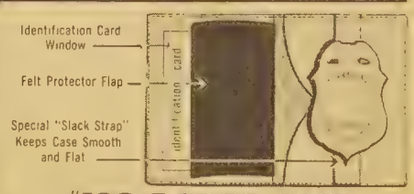

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TOO LONG IN THE DESERT

Eddie Sand Feels Tension Build Up as Freight Trains Roar Through the Hot Wasteland

A condensed RAILROAD classic
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By HARRY BEDWELL

EDDIE SAND perked up at the unexpected sound of his pal's voice. So Wallace Sterling had drifted into the Southwest and was handling the train-sheet on second trick that night! Good old Wally! A huge hulking guy with a heart of gold. The two men had started as kid operators years before, had wandered their separate ways along the boomer trail but crossed paths now and then with many a joyous reunion.

Wally's familiar bark on the dispatcher's phone was reassuring to his friend at Gravity. The big fellow issued a train order which Eddie pounded out on his typewriter. It was like old times. Eddie's spirits lifted.

But the order proved to be one of those endless "wait ats" that ran clear across the broad hot wasteland, the kind that filled the entire order form and wore you down with typing while he dictated. After that, besides repeating it yourself when your turn came, you had to listen while all the other operators read it to the bitter end, droning tediously through each word and numeral.

The repetition was boring. Eddie preferred telegraphy. He brooded over the days and nights when he and Wally had dealt in Morse orders which didn't keep you hitched to the line like a mule to a post. By the time the third operator on the Desert Division had mumbled partway through the thing, its monotony had teamed up with sultry weather to make Eddie drowsy.

Wally's voice jarred harshly on the wire: "Gravity, take it on from there."

Eddie groped his way back to reality. "Huh?" he responded in a daze.

"Begin repeating that order where Armadillo left off," the dispatcher said.

Eddie caught on then. Wally was pulling a test. The rule in the book which requires you to check on the "repeat" of the other operators was still in effect. Eddie should have been following the other ops' recital. Instead, he couldn't even guess where to start.

"Just a moment ago," he lied, "a bug got in my eye. A big hairy one—"

"Can you begin repeating where Armadillo left off?" the DS broke in ominously.

"No," Eddie admitted, his trim figure collapsing in dismay.

"Okay. It was a test. I'll have to turn you in for a failure."

Turn him in! Why, the overstuffed baboon! Friend, eh? He could go to hell. That guy was rotten enough to discipline his own grandmother in the line of duty. Eddie fairly sizzled.

Grudgingly he calmed down. Remembering the various tests sprung on train and engine men, he should have known they'd work on the operators, too. But he hadn't thought that Wally would pick on him first.

DAYLIGHT was ebbing from the vague flats. You could feel tension building up. Trains roared through the windy silence, trailing fleecy white smoke, mile upon mile of men and freight destined for far points. Eddie Sand was just a cog in the transportation machine.

Well, in case they sprang any further tricks, he began a zealous tally of his equipment. He ran over the number of train-order blanks made up into pads. He surveyed the hoops in his rack, testing the catch of each one to make certain it was strong enough.

Then he went outside to check the oil lamp in his semaphore. From where he stood he could not see a glimmer, but there was still too much daylight for him to be sure. He climbed better than halfway up the ladder for a closer look. The light was out.

As he clung there, staring upward, a blast of wind rocked the slender mast. The two semaphore blades reeled in vacant spaces against the empty sky. Eddie felt dizzy. The earth below him heaved like a restless sea. His stomach crawled.

Changing holds on the rungs with grim care, he descended to the ground. Back in the office, somewhat shaken, he pulled on the head-phone.

"Mister," he spoke into the transmitter, "the light in my order board has gone out."

After a short pause the dispatcher shot back crisply: "I have here a superintendent's bulletin which says the operators must see that their signal lights are burning brightly from sundown to sunup."

"It does?" Eddie asked incredulously.

"Yes, it does. So scramble up that pole and fill and relight the lamp."

Eddie's glance slid up the slim length of the silvery semaphore mast. The tip swayed crazily in the restless desert air. The order boards at the top flapped like a winged serpent about to take off. Eddie shuddered. Wally Sterling seemed to think he owned a chunk of this railroad, first pulling tests and then try-

ing to make a pole-climbing monkey out of him.

The company paid signal maintainers to keep such apparatus in good working order. Besides, Eddie didn't believe he was fitted to mount flimsy elevations.

"High places make me giddy," he said, "and in this typhoon the pole bends like a buggy whip."

"You decline to do your duty?" the DS asked.

"Decline is not the word." Eddie nodded to himself. "All you've got to do is authorize me to notify the signal maintainer to illuminate the board so he'll be paid overtime. It'll be dark in about twenty minutes. After that, if my board isn't lighted, I won't be worth a damn to you."

Eddie's phone gave off sounds as though Wally were strangling.

"All right," the DS stormed. "That makes two reports I'm turning in on you tonight. Go ahead and call the maintainer."

Elation lifted Eddie's feet as he made for the door to call the signal maintainer. He'd teach that ape to pull his tests on somebody else, not a boomer who'd cut his teeth on 'em. But at the threshold he stopped short. The familiar figure of a ramshackle brakeman named Hi Wheeler, who'd taken a day off to loaf around the station, was ambling toward him. Eddie waited. His mind crystallized.

"Hello, Hi!" he greeted. "What brings you here this beautiful day?"

"Nothin'," simpered Hi. "Just lazy."

"Remember that night," Eddie mused aloud, "down there at Cajon when you were switching out the general manager's business car, around two a.m.?"

"Sure do, Eddie. Old Man Barabe's car. I was spottin' it over on the depot sidin' so the switcher could paste it onto the hind end of Number 3 when she came along. What about it?"

"Well, you coupled the engine on easy," Eddie reminded him, "so's not to awaken the Old Man, who was aboard. You gave the hogger the take-it-away, and climbed up on the head-end steps of the private car as you moved off across the yard. Then, just for the hell of it, you tried the door."

A broad grin lit up Hi Wheeler's homely face. "That was the kitchen end of the car."

"Yeah," Eddie continued, "and a switchman is always hungry at two a.m. Destiny guided your hand to the door latch. You heard Barabe snoring in his berth, so you stepped into the kitchen just to see what the inside of a brass collar's business car looked like."

The brakeman chuckled with delight.

"First thing you noticed was a cold roast chicken in the pantry. Right after that a bottle of the Old Man's best whisky in a locker."

Hi licked his lips at the recollection.

"Next thing you knew," Eddie went on, "you were headed out the door with the chicken wrapped in a napkin and the bottle tucked under your arm. And then you dropped a plate, and the Old Man got up to investigate. Remember how I headed you through the dark side door of the station and hid the loot in the baggage room? Then I let you out the back door of the warehouse so you could climb safely aboard your switch engine. Five minutes later, Barabe sent out his flock of special agents to hunt for the culprit."

"Doggone, Eddie!" the culprit murmured. "That roast hen tasted just fine. And the squirrel juice! It made you happy and warm and peaceful."

"And you know what?" Eddie moved in swiftly. "If it hadn't been for me they'd have put you in the jailhouse and tossed away the key."

"I know it," Hi acknowledged.

Eddie smiled shrewdly. "It isn't much I ask in return. Just climb the order-board mast and fetch down the lantern. I'll fill it with oil and light it, and then you replace it so we can control train movements properly at this station."

Hi Wheeler came to with a jerk. "Hell, Eddie, I split the loot with you. Don't you remember? You et half the hen and—"

"That," said the op, "is beside the point. I did protect you that night, you know."

"Oh, all right," Hi conceded.

He strode out to the foot of the mast. Then he fumbled for the narrow iron ladder and felt his way to the top of the insecure pole. He took the lantern from its fastenings and backed down without hesitation. After watching Eddie fill and light it, he made another round trip.

JUST THEN a perishable freight rocked eastward, hurrying to keep her place in the parade of passenger

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trains. If she were overtaken, she'd be driven into a siding to wait them out. The engineer had her all wound up.

Eddie got an order up to the head end as it whiffed past, but as the hind brakeman swung out from the caboose to snare the skipper's copy, a gust of wind tore it away. Eddie expected to see the conductor pull his engineer down and back him up for the missed order. But apparently the conductor trusted his head end to read and follow orders safely. The hotshot blasted off into the silence.

"The hind end missed the order," Eddie reported, when he OS'd her by, "and he didn't come back for it."

"You're not doing very good tonight," Wally croaked, "but if the head end got the order it'll be all right."

First Number 1 floated at the top of the grade in the dark and came sliding down the grade. Her emerald signal lights peered through her headlight glare, a fair notice of another section of her train to follow. She burst on the station in a quick explosion, and was gone.

Traffic came to a boil. The dispatcher set Eddie to copying orders in rapid succession. He was in the middle of an order when Second 1 sprang the westbound block.

Eddie checked the time while he hammered the typewriter, his back to the approaching train. With the wind in her teeth, he hadn't heard her approach. It took a passenger train at regular schedule three and a half minutes to reach the station from the time it threw the block, and he reckoned from his watch when she would be close enough to give her the board.

Wally bumbled over the order, trying to make up his mind where to meet converging trains. Eddie kept his watch in the corner of his eye, and at the estimated time after Second 1 had tripped the warning signal, he twisted in his chair for a quick glance over his shoulder. She was close at hand. That hogger had turned her loose down the grade, making up time. The headlight was right at the station door.

Eddie tramped on the pedal and blurted into the transmitter: "Break, till I clear Second 1."

He flung off the head-phone, got the semaphore lever in a quick snatch, and pulled the board scant seconds before the headlong locomotive erupted in a savage roar past the station. The engineer gave an angry snort of the whistle. A green streak caught in the edge of Eddie's eye as the engine thundered by, a signal light indicating a third section was somewhere behind.

He cut in on the wire. "OS, Gravity," he chanted, "Second 1, with green signals, by at 7:08 p.m."

"Green signals?" Wally challenged.

"Yeah. Wearin' the green."

Wally denied that. "Second 1 was not carrying classification lights. There's no third section."

EDDIE reflected carefully. Going back over the abrupt passing of Second 1, he felt sure that she'd carried signals. But Wally was all set to bat his ears down if he persisted. Eddie eased away again, knowing that time would soon make a liar out of one of them.

"Seemed to be carrying the Irish when she went by me," he remarked, and let it lay.

Two minutes passed. The dispatcher made a critical survey of current conditions as pictured on his train-sheet. Then he broke out:

"Gravity! Number 370 would have come out of Mercury when Second 1 got by him. 370's been on your signal for one minute and forty-five seconds. Her headlight is now staring you in the face. How come you don't report these movements?"

Wally Sterling was on the prod tonight. Always looking for trouble.

Eddie's eye swiveled around. No headlight or red block light in the vast gloom. He eyed the transmitter, and then a thought struck him. He turned it over quickly. There was a shade too much deference in his tone as he kicked open the circuit and said:

"No, sir, there isn't any headlight in my face. And my block is clear."

Wally became cautious. "What do you suppose is hanging that 370 up?"

Eddie considered the possibilities. He knew from reports heard on the Morse wire that three sections of Number 1 had run into Yarbo, but the third section had been cut off there. So Second 1 *did* have green signals into Yarbo, and maybe the head end had failed to remove them when they got running orders from that point.

If she did still carry the green, no opposing train would move against this non-existent third section without authority. And if the dispatcher hadn't arranged this protection, the road would be standing still in no time. Number 370, in the hole at Mercury, would remain there until Third 1 passed or until a train order released her.

"Has that 370 got anything on Third 1?" Eddie inquired blandly.

Wally blustered: "I told you there ain't no Third 1! They cut her off at Yarbo. You had you a pipe dream about the second section carrying green signals. Mebby you been too long out there on the desert. It sometimes makes you see double."

"Ho-kay!" Eddie subsided meekly. "Only, if I was you I'd caution the op at Abila to make sure to see that Second 1 hasn't forgot and left on her signals."

The Abila operator, who had been enjoying these rejoinders, cut in: "I got you. Second 1's on my block now. I'll mark her signals very special."

EDDIE smouldered. It had got so that even your best friends cut your throat behind your back. He'd sure been dumb to let Wally snare him with a test. Now, if the big ape caught him falsifying signals, he would have to eat more crow.

He felt the strain of waiting for Abila to report the facts. He'd been moving fast when the green speck hit his eye; it might have been the reflection from a switch light. He flinched when the Abila op cut in and warbled glibly: "Second 1 by at 7:39 p.m.—wearing green signals!"

Wally's voice showed exasperation. "Why in hell has that train got green signals?"

Then he instructed the operator at Tango: "Stop Second 1 and tell the hogger to read his running order again, then take down his classification lights. After which, he's to report in writing why he had 'em up at all. Don't let him proceed till he gets them down."

Wally sighed heavily. "What a night! That guy will tie up everything by showing he's got a section behind him . . . Hello, Gravity," he picked up briskly. "Number 370 is sure stuck at Mercury waitin' for Third 1 that's not even on the line. What shall we do about it?"

"*We?* Why, you great—"

"I know—I know," Wally mourned. "But we can't let 370 sit there forever."

Eddie considered. "I might think of something."

He knew it was but a few minutes' drive by automobile to the next blind siding.

"Give me an order that'll get her out of here," he said, "and I'll deliver it."

Wally issued the order. Thereupon Eddie made a quick run to Mercury in his old Ford, and was back at his

station when 370 roared by, her enraged hogger tearing a livid hole in the darkness.

The Yarbo yard bulged and disgorged a westbound freight train. The yardmaster practically kicked it out of his garden in the face of considerable varnish. He hoped somebody would make something of it, and came on the dispatcher's wire with a brief explanation.

"I've got to make room in this yard of mine, and no foolin'. Number 625 is standing on your main iron," he said belligerently, as he dumped a long freight train in the dispatcher's lap, "and she's likely to tie up your road."

Wally yelled back, "What can *I* do with her?"

"That," the ringmaster said, "is none of my damned business. She's your baby." And he went off the wire with a muffled explosion.

"She'll sure stab 370 again." Wally checked his train-sheet. "First 24 is on the advertised; Second 24 is forty minutes behind her. Number 4, straight up, is now fifty minutes off. If I hang up that streak of varnish I'll have to write a letter as long as your arm."

He continued his somber reckoning. "Third and Fourth 824 are holed up waiting to follow 370 into Yarbo, and now he shoves 625 right out in the face of everything. I just ain't got enough road to hold 'em."

Still, Wally could stretch the high iron to fit the traffic. He forced 625 out of Yarbo and tucked her into a blind siding in time so that she showed only a brief yellow block to slow down 370. She met First 24 there, and then had time enough on the second section to move up to a train-order station. After that, the engineer of Second 24 made a brilliant effort to overtake the first section. This again crossed up the DS.

But 625 moved better than he'd expected. She didn't use up all the time she had, getting into the clear at Tamarisk. She held enough on Second 24 to stab her thirteen minutes the way the passenger train was catching up on her schedule.

As Second 24 neared Gravity the dispatcher realized that he had put excessive restraint on her that wasn't being used by the freight train. He sought to take it up by annulling the order that would slow her down.

He called Gravity and Tamarisk. "Copy a short one for Second 24 that's coming at you now, Eddie," he snapped, "and get it up without stopping her. Order No. 884 to C&E Second 24. Period. Order No. 877 is annulled."

LIFTING the restraint was a cinch, but it put an additional strain on Eddie Sand. Second 24's headlight was bright in the window when he bolted for the door, trailing train-order hoops.

Second 24's hogger had choked her down, coming up against a red board. Eddie tossed the hoop at the cab in a blind cast. The fireman speared it like a champion. Eddie nearly missed getting the second one up to the brakeman, who unexpectedly stuck his head and his lantern from the vestibule window of the first coach, directly behind the baggage car. He tried to lasso the brakeman around the neck, and likely did. The hoop vanished.

Eddie was surprised to note that the passenger hadn't picked up any speed after checking on the red board. In fact, she was still slowing. The hind end wasn't more than six car-lengths beyond the station when she ground to a stop. Angrily, he bet himself a quarter that in his haste he'd bulled the order, and that the engineer was returning it to him for correction. Yet a quick examination of the order showed no error.

"I got it up just in the nick of time," he told Wally, "but she stopped anyhow."

"Yeah," the dispatcher bounced back. "You've done everything tonight but blunder an order, so I guess you had to pick this important moment."

"Well, no," said Eddie. "The order is exactly as you gave it to me, and my clearance is correct."

"Then why the devil did he pause," bellowed Wally, "when I was trying to keep him going at top speed?"

"That I wouldn't know till the passenger conductor gets back to me. Meantime, I just wonder if you annulled the wrong order?"

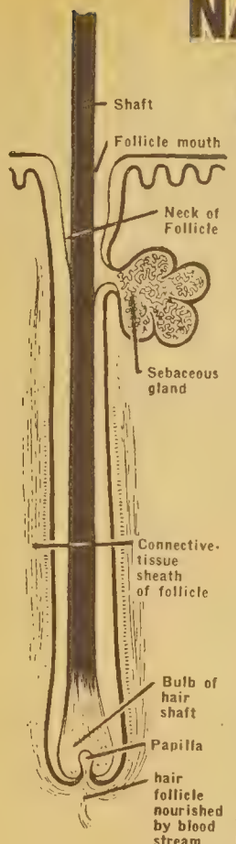
"The wrong order?"

Wally broke off, and the silence on the wire tightened. There was remorse in his voice when he spoke again.

"Yeah, I annulled 877 instead of 876. Copy it over and make it 876 that's annulled. Then get it up to the head end damn quick."

Eddie quickly copied the revised order and then delivered it to a brakeman. Well, that was cleared up now.

NATURE'S SECRET OF HAIR GROWTH



Scientists studying human nutrition may soon break through Nature's secret of hair growth. This secret has baffled the nation's best bio-chemists for many years. Recently, experiments with laboratory animals on hair growth turned up exciting results.

These experiments prove beyond doubt that nutritional factors influence hair growth. Just as prior experiments proved that Vitamin B1 is needed for the nervous system, B-12 and iron for good blood development, calcium and phosphorous for strong teeth and bones, so certain minerals, vitamins and amino-acids are now believed needed by the human body for normal hair growth. What are they? Methionine, cysteine, calcium pantothenate, sulphur, iodine, and the B-complex vitamins. Without these hair foods, the hair slowly starves, becomes thin, wispy, falls out excessively. The starved hair follicles do not replace the hairs that fall out. Baldness follows quickly.

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MEDICAL REFERENCES

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Taking a path beside the string of outfit cars in the station pocket, Eddie avoided the conductor who was tramping down to the station from the rear Pullman in majestic wrath.

"The skipper's coming at me," Eddie spoke hastily into the transmitter, "and it's Scrap-Iron Hawkins. What shall I tell him?"

"Anything that comes to your mind," said the dispatcher.

The lift of Scrap-Iron's feet was menacing. He laid a firm hand upon the knob of the screen door and pulled it open against the wind.

"What's," he shouted, "stopped us here?"

Eddie put a bright eye on him. Scrap-Iron hadn't encountered the freight brakeman who was on his way forward with the revised order. Second 24's own brakeman, who had the original order, was up there fifteen coaches ahead.

Eddie had been watching the fellow go forward with the corrected order. He saw the man's lantern pause and swing up the ladder of Second 24's engine. Then he turned to Scrap-Iron, saying, "I handed your brakeman an order as he went by."

Second 24 whistled off. The engineer was leaving town. Scrap-Iron wheeled in the doorway as his train began to move, throwing a bitter glance over his shoulder.

Then he sprinted after the retreating rear-end of Second 24. His tiny electric lantern cut fantastic patterns in the dark.

For tight seconds Eddie thought he'd never make it. Then in a desperate burst of speed the conductor surged up under the tail lights, made a wild clutch at the grab-iron, and dragged himself aboard.

Eddie lapsed into the vernacular, muttering to himself:

"This just ain't one of my days. I was sure pullin' for old Scrap-Iron—to get left."

He shook his head quizzically. His life pattern was becoming all gummed up with human behavior. Broody, like an old hen. Maybe Wally was right in saying he'd been too long in the desert. His thoughts drifted backward over the boomer trail. He and Wally had come a long way since they the day started railroading together in the Kansas corn belt. But now he was willing to leave Wally again, and pick up with him later on, when the big guy was in a mellower mood.

The thunder of steam power echoed across the bright years. Pictures flickered against the satin dark; he caught the varied skyline of mountains and plains and cities laced with locomotive smoke. Yes, they had come a long way.

For a glittering moment he saw the breathless swoop of the Rockies against the brittle blue and he heard the snarl of the stack tossed along the canyon walls. Smells which the winds had gathered from a thousand miles of prairie slid across his face and urged him to take the careless road again.

At length he spoke into transmitter. "How soon," he asked quietly, "do you think you could send a relief man to Gravity?"

Books of the Rails

THE CALL OF THE IRON TRAIL and Other Poems, by James A. ("Cinders Jimmie") Ingraham, 74 pages, Vantage Press, 120 W. 31st St., New York City, $2.

Cinders Jimmie

Cinders Jimmie began his railroad career as a telegrapher on the old Wisconsin Central in 1906, the year *Railroad Magazine* was born. Then he became a boomer, working on 18 Western and Canadian roads, besides running Seattle streetcars and handling a lot of other jobs. The 52 poems in this book reflect his wanderings. Many deal with boomers. Here is a sample of his style (from *In Memory of Jimmie Souviney, Jr.*):

The Great Dispatcher called you;
Your orders are in gold;
The signal lights are burning green,
Bright through the winter's cold.

The diesel blows for the crossing
As the train rolls by my door;
I watch as the red caboose goes by,
But I see your face no more.

"One dark wintry morning," the author recalls, "when a westbound Great Northern passenger train left Skyhomish, Wash., the last open telegraph station in the Cascade Mts., the flagman was seen hanging grimly to the side of a deadhead mail car. The door latch had stuck fast and he couldn't get in out of the cold.

"The next open station was Monroe, Wash., about 30 miles away, and the dispatcher feared the man would die of exposure and drop down into the snow before reaching Monroe.

"At that time I held a daytime brass-pounding job in Gold Bar, Wash. The depot was closed all night. I was asleep in the room next to the telegraph office when the dispatcher awakened me at 4 a.m. and I stopped the train. Thank God, the flagman was still alive!"

On another occasion the author delivered a clearance to the conductor of the wrong train. A wreck ensued, killing three men. Cinders Jimmie went to jail but a coroner's jury cleared him. That, in 1910, was "my gloomiest day," he says. Yes, Jimmie is a railroad man as well as a poet. His next book will be called *Ballads of a Boomer Rail.*

THE LOUISVILLE & NASHVILLE RAILROAD, by Kincaid A. Herr, third edition, revised and expanded, 234 large pages, illustrated, indexed, published by L&N Magazine, 908 W. Broadway, Louisville, Ky., $3.

Herr's stirring history of the "Old Reliable" from its founding and through three major wars to the present time is, in our judgment, the best buy in railbooks today. We say this because of the wealth of informative text matter (200,000 words), because of the 300 photos, drawings, and maps, because of the thick coated paper, size 8¼ by 11¼, and because of the old-fashioned price.

STEAM LOCOMOTIVES OF THE BURLINGTON ROUTE, by Bernard G. Corbin and William F. Kerka, 304 large pages, illustrated, published by the authors, P. O. Box 219, Red Oaks, Iowa, $15.

Urgent work was piled up on our desk when this monumental book arrived but we sneaked a look into it anyhow. It fascinated us so much that we shoved everything else aside for a while to wander happily over the Burlington Route in the Steam Age, feasting our eyes on a galaxy of nostalgic photos with informative text matter.

The authors delve into CB&Q history,

especially steam power, including many locomotive plans and specifications and a complete alltime roster. Page size: 8½ by 11, thick coated paper. Two of the illustrations are beautiful color plates.

THE CIRCUS KINGS: Our Ringling Family Story, by Henry Ringling North and Alden Hatch, 383 pages, illustrated with photos and sketches, Doubleday & Co., Inc., Garden City, N. Y., $4.95.

This book has a very special interest for railfans because "The Greatest Show on Earth" has just returned to the railroad after wasting three years in the jungle of highway transportation (see page 24) and because it covers the exciting details of moving a circus by rail. Henry Ringling North spent much of his life on circus trains and under the big top, and he recalls:

Going to bed at midnight, after the show, in the railroad yards decorated by the ruby and emerald lights and full of pu ng monsters and clanging bells and the fine wet smell of steam. Waking in the night to feel the rumbling wheels, or perhaps alongside the section with the menagerie aboard, lions roaring, seals barking, camels gurgling angrily. Then morning, getting up as soon as possible and skipping across the tracks to where the wagons were unloading from the flats, and hooking a ride to the show grounds perched on the box of a lion's cage.

We like the whole book very much. It's frank, detailed, and dramatic.

PORTFOLIO OF AMERICAN LOCOMOTIVES (1870-'80), Lyon Manufacturing Co., Hasbrouck Heights, N. J., $2.

Twelve fine old prints, size 8¾ by 7½, done in color from steel engravings in The Kean Archives.

ABANDONED RAILROADS OF BEDFORD (Indiana), by Elmer G. Sulzer, 50 large pages, illustrated, Council for Local History, 140 N. Senate Ave., Indianapolis 4, Ind., $2.50.

Sulzer mixes lively anecdotes with historical data, thirty big photos, maps, timetables, and bibliographies—on 8x11 pages of good enameled paper.

ALASKA'S RAILROAD BUILDER: Mike Heney, by Edward A. Herron, 192 pages, indexed, Julian Messner, Inc., 8 W. 40th St., New York City, $2.95.

Mike built two slim-gage lines in the Far North: the White Pass & Yukon, described as "the toughest 100 miles of track in the world," and the Copper River & Northwestern, now abandoned. This biography is rich in action and adventure but lacks pictures and maps.

ALBUM OF WESTERN LOCOMOTIVES, 56 pages, 10 by 6 inches, photos and text matter, Guy L. Dunscomb, 1418 Fordham Ave., Modesto, Calif., $2.50.

An excellent batch of steam pix reprinted from the original 1950 edition. The author railroaded for years with the SP and the WP. He is also a railroad cameraman, boasting about 10,000 negatives, and is currently working on an alltime history of SP locomotives.

BENT, ZIGZAG AND CROOKED: Ohio's Last Narrow Gauge Railroad, by Norris F. Schneider, 612 Larzelere Ave., Zanesville, O., 20 pages, illustrated, 55¢ (not stamps).

A highly readable account of the old Bellaire, Zanesville & Cincinnati.

In a new 27-page illustrated book, ROLLING STOCK REGISTER OF THE PHILATELIC RAILROAD, Harold D. Price lists every postage stamp ever issued (by more than 100 countries) which pictures a locomotive or train. Available from American Topical Assn., 3306 N. 50th St., Milwaukee 16, Wis., it will sell regularly at $3 but is available at $2 for a short time to our readers. ●

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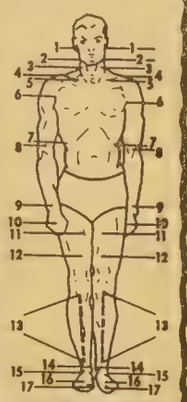
3) **Twelve Defenses against Simple Attacks.**
4) **Twenty Defenses against Deadly Attacks.**



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Douglas Miller, 2236 Marlowe Rd., Toledo, Ohio

As dusk settles down on Stratford, Ontario, Canadian National engine 5079 wheels train 71 out of town. (Oct. 24, 1958)

WATER STOP

July, 1957: Fireman fills the tank of Canadian National's 5588 at Palmerston, Ontario, as the engineer climbs aboard.
Don Wood, 29 Mt. Haven Drive, Livingston, N. J.

Bud Rothaar, 757 Pierpont St., Rahway, N. J.
July, 1956: Pennsy ore train bound for Mount Carmel passes under spout of fairly modern water tower at Paxinos, Pa.

August, 1959: Canadian Pacific engine No. 2583, pulling a work train, takes water at Greenville Junction, Maine. This type of weather-resistant water tower years ago was fairly common in the United States as well as Canada.

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Robert Field, 107 Stanyan St., San Francisco, Calif.

"When you and I were young, Maggie." Sierra Railroad's No. 28 almost in the shadow of Jamestown, Calif., water tank.

May, 1959: Excursion train of Rocky Mountain Railroad Club makes a water stop for narrow-gage Rio Grande engine 476.
Larson M. Powell, 33 Riverside Drive, New York City

Charles R. Foss, 5087, Rte. 1, Cherry Valley Rd., Middleville, Mich.
November, 1958: Grand Trunk Western locomotive 5634, uncoupled from passenger train 56, gets a drink at Durand, Mich.

July, 1959: Southern Pacific slim-gage engine No. 9 approaching Keeler, Calif.
Fred Matthews, 652 Boulevard Way, Oakland, Calif

June, 1953: Southern Pacific 4433 on the *Argonaut* takes water, Colton, Calif.
H. L. Kelso, author of "Ten Driving Wheels"

David Plowden
May, 1959: CNR hostler pushes back spout after filling tender of No. 8304.

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(MB-Aug.-Sept. '60)

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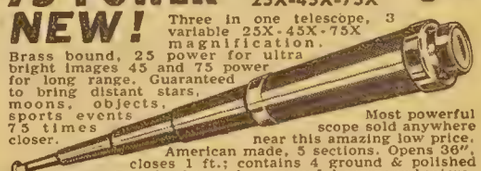

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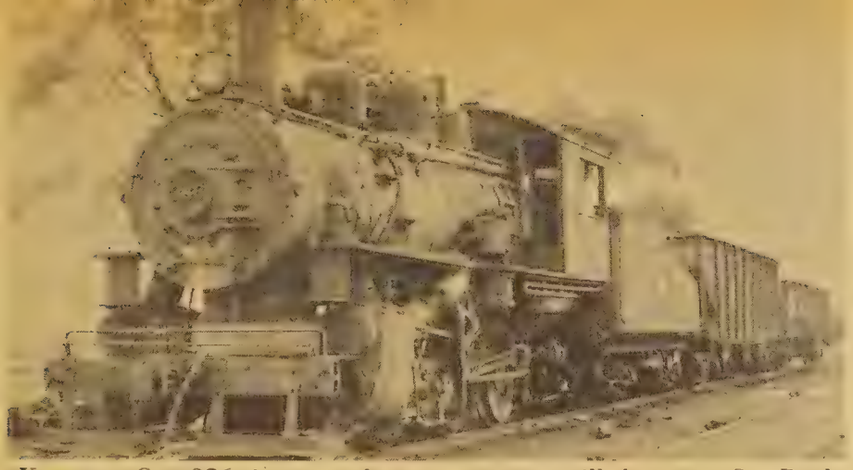
The Central Vermont's last steam run, Feb. 27, 1957, shown at Millers Falls, Massachusetts, consisted of train 491 and engine No. 468, Class N-5a, a Consolidation type.
David Plowden, 1239 Madison Ave., N. Y. C.



Koppers Co. 326 is one of two steamers still busy at St. Paul.
Kent Kobersteen, 3639 First Ave. S. Minneapolis, Minn.

RAILROAD HOBBY CLUB

by SY REICH

THE READING COMPANY has hit the jackpot with its Iron Horse Rambles, featuring No. 2124. (See page 14.) The season's first run, Sat., April 30th, was entirely sold out five weeks in advance, nearly 1000 persons filling the 16-car train. So the Reading duplicated it the following day—a round trip between Jenkintown, Pa., and Gettysburg—and that, too, drew a complete sellout, weeks in advance! Steam-hungry fans traveled from far and wide to take those trips.

Sy Reich

There will be a "Ramble" on June 18th from Williamsport, Lewisburg, Sunbury, and Shamokin to Reading, Pa. Fares, $9.25 from Williamsport and Lewisburg; $8 from Sunbury and Shamokin. This one should not be missed.

Then on July 17th No. 2124 will haul a train from Belle Mead and West Trenton, N. J., and from Langhorne and Jenkintown, Pa., to Zionsville via the East Penn and Perkiomen branches. It will be the first steam passenger run in New Jersey since the Pennsy discontinued K4 operations out of South Amboy and Camden. Fare, $8.

On April 30 and May 1 the 2124 was saluted at Birdsboro, Pa., by a 52-ton engine built by Reading in 1903 and sold in 1946, switching for Colorado Fuel & Iron Corp., the last remaining active Camelback we believe.

The fact that the Reading's Iron Horse Rambles sell out far in advance stresses the need for getting your reservation in early for all railroad excursions. Says E. Marks, secretary of the Golden West Railfans, 215 W. 5th St., Los Angeles, Calif.; "Our Santa Fe trip to Long Beach and L.A. Harbor last February drew 694 passengers, the maximum seating capacity. We had to reject several hundred mail orders and turn away many people at the gate."

Celebrating its 100th anniversary, the Lehigh & Hudson River will run an excursion train over its entire system June 4. But it's all sold out now.

If you live in Cleveland or Akron, O., you can take the July 4th week-end sightseeing trip to New York via the Erie, sponsored by Midwest Ry. Historical Foundation; $64.50 pays all expenses except two meals. Contact S.C. Lord, 144 Northrock Rd., Akron 21, O.

On July 10, North Hills Travelers Club will run a picnic special from Pittsburgh to Conneaut Lake, Pa., over B&O and B&LE, the first thru train from Pittsburgh in over 35 years. Adults. $8; ticket deadline, July 1. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh 23, Pa.

June 5: Dedicate steam n.g. Antelope & Western, Roseville, Calif.; free rides for all. R&LHS Pac. Coast Chap. runs $7.50 excursion there; lv. San Francisco 7:05 a.m. Tickets from Don Thrall, 610 Arlington, Berkeley, Calif.

Next Issue: October (out Aug. 1) will feature the second illustrated article in H. L. Kelso's series on ten-driver locos, an expert analysis of hi-fi LP railroad sound records, Milwaukee diesel and electric roster, a colored photo of Canadian Pacific steam power, many other items.

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MAPS

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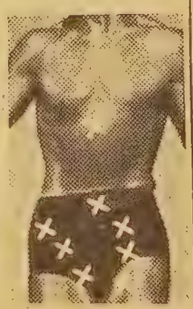

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Sept. 24-25: Same chapter sponsors trip to Reno from San Francisco and Oakland, via WP, SP, incl. Quincy RR. steam trip. Contact Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif.

Oct. 6: Same chapter plans air and rail trip to visit steam-train operations in Central America and Mexico; lv. San Francisco. Contact Arthur Lloyd.

June 11, 12: Iowa Ry. Museum sponsors 2 trips over frt.-only elec. line, Southern Iowa Ry. Fare: $2.50 each trip, couples $4 per trip. Contact Elmer Cox, 524 Minneopa Ave., Ottumwa, Ia.

June 12: Crater Lake trip sponsored by N. Calif. RR. Club. Contact Francis Guido, Box 668, San Mateo, Calif.

June 19: Pittsburgh Elec. Ry. Club sponsors off-beat B&O trip. Contact Committee, P.O. Box 823, Pittsburgh 30, Pa.

June 19: NRHS, Wash. Chap. sponsors B&O *Speedliner* trip from Washington, D.C., to Harpers Ferry, W. Va.; $5 (kids $2.50). Contact Committee, Box 487, Ben Franklin Station, Washington 4, D. C.

June 28: Akron RR. Club sponsors open-air trolley trip, all divs. of Cleveland and Shaker Hts. systems; $3 before June 20, $4 thereafter. Contact C. H. Snyder, 577 Malvern Rd., Akron 3, Ohio.

July 1-4: Mich. RR. Club sponsors all-rail, all-expense CNR trip, Windsor to Moonsonee, Ont.; may use some steam; fare $140 up, incl. meals. Contact Trip Chairman, Box 2271, Dearborn, Mich.

July 2-4: 26th anniv. of ERA; weekend of trips. Write ERA Committee, 145 Greenwich St., New York 6, N. Y.

July 2, 3: Tour from Roanoke honoring C&O's 175th year; 750 miles by Vgn., C&O, N&W, visit yards, shops, etc. Fare incl. banquet, box lunch, tax, $31.50 (kids, $18). Contact Rail Museum Safaris, 2741 Lansing Dr., S.W., Roanoke, Va.

Aug. 7: Budd RDC tour of LIRR sponsored by NRHS, LV Chapter; adults, $4.95. Contact Gerhard Salomon, 606 Hamilton St., Allentown, Pa., or Ernie Kovacs, 416 2nd Ave., Bethlehem, Pa.

Aug. 27 to Sept. 5—Western Pacific sponsors *Caribou County Special* via WP, GN, SP&S, GN again, and PGE to Dawson Creek; then via NA, CNR, CPR. Details from Western Pacific, Dept. Pub. Relations, 526 Mission St., San Francisco 5, Calif.

Waning Steam Power

"Railroad photography declined sadly with the passing of the steam locomotive and so has much of the interest in railroading in general," laments John

Co-producer of a new steam recording: H. K. Vollrath, a Louisiana & Arkansas dispatcher (see page 8).

M. Ferris, 111 W. 7th St., Los Angeles, Calif. "I should know, having organized, personally and completely, 158 group travel events, including the operation of 66 special trains."

N. Kent Loudon, who made the color shots on our June '60 cover, reports: "The Middle Fork's Heisler may be on her last legs. A Connecticut life insurance company, which has just bought the road, threatens to replace her with a diesel. The Buffalo Creek & Gauley still has 3 Consolidations: one in regular service (a round trip daily), another on stand-by, the third in the shops."

Union Pacific now has 86 steam locomotives left. These include 4-8-4's, 4-8-8-4's, 0-6-0's, 4-6-0's, 4-6-6-4's, and 2-10-2's stored at Council Bluffs, Grand Island, and North Platte on the Nebraska Division, and at Cheyenne, Laramie, Rawlins, and Green River on the Wyoming Division.

The loco on display at Meridian, Miss., was Meridian & Bigbee 116, renumbered 42. The names of all railroads entering Meridian are stenciled on her tender. She is a 2-8-0, not 4-6-2.

Maj. Rolfe L. Hillman, Jr., U. S. Army, recently saw a 2-8-0, No. 3, built by Vulcan in 1915, on a piece of track that feeds into the Atlantic Coast Line at Gulf Hammock, Fla. She is still operable. She used to work for Patterson & McInnis Lumber Co.

According to A. Robt. Johnson, the Soo Line has just installed a 4-6-2, No. 2719, in Carson Park, Eau Claire, Wis., and a 2-8-2, No. 1003, in Superior, Wis. It will give a 4-6-2, No. 730, to Sault Ste. Marie, Mich., and a 2-8-2, No. 1011, to Ladysmith, Wis. A 20-ton

sand-and-gravel-pit 0-4-0T will join the 2719 in the Eau Claire park.

You can get a free copy of the new brochure, *Great Northern Ry. Steam Locomotives,* 6 large pages, good paper, 20 photos with descriptive matter, by writing to Great Northern Ry., Public Relations-Adv. Dept., St. Paul, Minn.

"We have just bought two 36-inch-gage, 26-ton, cabbage-stack, Baldwin locommotives from Union Bag-Camp Paper Corp. and set them up on our grounds," writes Stan Matthews, chairman of Railroad Committee, Midwest Old Settlers & Threshers Asso., Inc., Mt. Pleasant, Iowa. "These are No. 6, a Mogul built in 1891, which cost us $5001, and No. 2, built in 1906. The latter cost $2175, including 3 section cars plus odds and ends. We expect to run both engines during our annual four-day show, Sept. 7-10.

"We also own the Davenport standard-gage 0-4-0T which Homer Benton mentioned in his list of locomotives on display. Our Association is devoted to the preservation and operation of antique equipment. We issue stock certificates, $140 par value, to pay for laying about 1½ miles of track. We already have an old CB&Q depot on our grounds. A lifetime pass is given to each stockholder."

A photo-like drawing of a New York Central Hudson, 33x14", printed on 80-lb. textured paper, is being marketed by Alvin Staufer, Box 57, Leroy, O., for $1.50 postpaid in a mailing tube. It is one of the finest locomotive drawings we have ever seen and is suitable for framing.

Bill Corben tells us that Santa Fe 4-8-4's and 2-10-4's are being scrapped at the Sheffield Steel Blue Valley Yard at Kansas City, Mo.

Grand Trunk Western ended its regular steam service March 27 when two sections of Nos. 25-26 ran between Detroit and Durand, reports Cleland Wyllie, 3926 E. Delhi Rd., RFD 1, Ann Arbor, Mich. Some 2600 paying passengers rode behind 4-8-4 engines 6319 and 6322. About 1200 people on Durand station platform awaited the trains' arrival. Two weeks later Michigan Railroad Club operated a steam fan-trip out of Detroit.

Southern Pacific still has two steam locos in service. Nos. 9 and 2248, both narrow-gage 4-6-0's. Also, as of April 1, 21 steamers retired and awaiting disposition. These are in addition to two steamers owned by SP and preserved for historical display, and about 50 others given to various on-line cities.

Georgia Power Co.'s 0-6-0, until recently at Rome, Ga., has been sold for scrap, reports Paul Hartline, Smyrna, Ga. A coalburner at the company's Adickson plant just north of Atlanta has been converted to oil. If you want to snap pix of any Georgia Power locos and will notify the company's Atlanta office in advance they promise to have such engines running when you get there.

Steam in Canada

Steam is fading fast in the Maritime area of Canada. The Dominion Atlantic still has two steam locomotives left, both 4-6-2's, at Kentville, N. S. The Canadian Pacific has 0-8-0's, 2-8-0's, 4-4-4's, 2-8-2's, and 4-6-0's at McAdam, N. B., while the roundhouse at Bay Shore, St. John, N. B., holds 3 decapods as well as 4-6-0's and 2-8-0's.

The Sydney & Louisburg, featured in April *Railroad,* is still 100 percent steam but has ordered 4 diesel locomotives, which are due any day now. S&L claims that it needs some diesels because it can't get enough parts from cannibalized steamers to keep its present fleet of steam engines in good working condition.

After the S&L is partly dieselized, who can tell us which will be the largest all-steam road in North America? Probably some line in Mexico. Dave Wertz reports much steam activity south of the Rio Grande, mostly Mikes and Consolidations.

The following Canadian National system locos have been preserved: Grand Trunk Western 6325 at Battle Creek, Mich; CNR 4008 at Rainy River, Ont.; CNR 7312 at the Strasburg Railway, Lancaster, Pa.; CNR 81 at Palmerston, Ont., and CNR 92 at Thomas Marshall, Wilmington, Dela. Grand Trunk 7524 and 7528 have been sold to the Louisiana Eastern operating museum in serviceable condition.

Canadian Pacific eight-wheeler 136, pictured on our June cover, will be given to the new museum of the Canadian Railroad Historical Association in Montreal, according to R. L. Kennedy, president of Railfans Unlimited, 1-A Pritchard Ave., Toronto, Canada.

"That Association already has the 144," he says, "and will get several more. CPR is holding the following engines for prospective display: Nos: 29, 136 (4-4-0); 492, 999 (4-6-0); 2231, 2341, 2345 (4-6-2); 2928 (4-4-4); 3388 (2-8-0); 2850 (4-6-4); 5468 (2-8-2); 5935 (2-10-4), and 6271 (0-6-0)."

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One of North America's oldest active locomotives, N. de M. 710, formerly Mexican Central 409 (Baldwin, '81), photographed at Oaxaca by Edwin Lohr. Collection of Gerald M. Best, 511 N. Sierra Drive, Beverly Hills, Calif.

Steam in Mexico

North America's oldest active steam locos are National de Mexico's 703, 705, and 713 (all Baldwin, 1883), all in service at Oaxaca hauling mixed trains, reports Gerald M. Best, 511 N. Sierra Dr., Beverly Hills, Calif. These three are older than CPR 136, pictured on our June cover, and City of Winnipeg Hydro line No. 3, built in 1882.

Best tells us that early this year some 600 steamers were still extant in Mexico, including about 75 awaiting scrap, while 450 or so diesels were operating there. Many fans are heading below the Rio Grande to visit the "steam paradise." For information on how to go by rail, see page 26. Or, if you can spare $625 and 17 days, beginning Oct. 6, for a tour of Mexico and Central America, get details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif.

Northern Mexico is fully dieselized, but some passenger and freight runs to the south use steam. Mexico's longest steam run is the daily train between Vera Cruz and Tapachula, on the Guatemalan border, about 550 miles. Various mixed trains are steam-powered. Also some short runs out of Mexico City. There is steam on the Esperanza-Puebla branch. Also on the daily narrow-gage passenger trains between Puebla and Mexico City via Cuautla, over 200 miles. These trains connect with a mixed train at Cuautla, terminal of slim-gage Puenta de Ixtla branch.

The orphaned Tezuitlan branch, 3-foot gage, which leaves NdeM's Mexico City-Vera Cruz line at Oriental, has mixed trains handled by seven steam locos. A twice-daily local service between Mexico City and Ozumba, slim gage, is operated by Baldwin '24 ten-wheelers. Steam runs the old KCM&O of Mexico and the former Noroest of Mexico, both merged into the Chihuahua Pacific. The orphaned section of the Pacific Coast line is all steam. So is the slim-gage Coauhuila & Zacatecas.

Setouts and Pickups

We get enough long-winded letters each month to fill 100 Hobby Club departments the same size as this one. We like to hear from readers—but please keep your letters short. It is impossible for us to print more than a tiny fraction of all the material sent in to us. If you can say what you want to say in two or three brief paragraphs we will think of you as an intelligent and understanding friend.

An anonymous reader claims to have traveled 11,500 miles in Europe last summer. He probably did. Your Hobby Club editor also traveled through Europe last summer, by rail, more than twice that far.

You can get a free copy of the booklet QUIZ JR., 100 railroad questions and answers, illustrated, from Association of American Railroads, Public

Relations Dept., Transportation Bldg., Washington 6, D. C.

We cannot answer requests for dates of issues carrying certain rosters. Our June '59 issue indexed all the rosters we ever published up to that date. We have very few back numbers available. Those we don't have in stock may be obtained from Arnold Joseph, Grahame Hardy, or Owen Davies, whose addresses you'll find in our Switch List.

The Railway Preservation Society is seeking new members, reports D. Noel Draycott, general secretary, 3 Wansbury Way, Swanley, Kent, England. This Society concentrates on the preservation of relics from British standard-gage railways. Mr. Draycott will give further details on request.

"Newly formed, the Sierra Mountain Railfan Club meets the second Saturday night each month at the Auburn (Calif.) Hotel," writes Mac Owen, Box 171, Newcastle, Calif. "Anyone may attend. Our project is the narrow-gage Antelope & Western."

"Many signs point to an early revival of additional electrification of railroads in North America," says L. B. Curtis of the Pennsylvania Railroad. The Pennsy must think a lot of their electrics. They have just placed an order with General Electric for ignatrons to replace the venerable 25-year-old P5, P5a, P5a mod. and P5b classes. This order was placed after extensive use of diesels over the electrified territory and, therefore, must reflect on the relative advantages of each form of motive power. Delivery of the new units, which will resemble the Virginian units, will begin in December.

The Illinois Central is renumbering its 9400 series switchers by dropping the '9's' and making them 400's, and will take delivery of 15 new EMD road switchers this year. The Great Northern plans to upgrade 18 of their FT's into GP20's.

The Empire State Railway Museum, Inc., seeks new members. The address is P.O. Box 596, Lake Mahopac, N. Y. Dues, $3 a year. This non-profit group was formed to operate a museum in the New York City area. It is negotiating to buy as a museum site the southern end of the New York Central's abandoned Lake Mahopac branch at Golden's Bridge in Westchester County. Included is a 150-ft. truss bridge.

Fans who don't get IRON HORSE NEWS are missing something good. This little illustrated paper, edited by Bob Richardson, is published intermittently at the Colorado Railroad Museum and Iron Horse Motel, 17555 West 44th Street, Colo., Rte. 58, just east of Golden. Six forthcoming issues will be mailed free to anyone who sends six stamped, self-addressed, long envelopes to IRON HORSE NEWS, Box 641, Golden, Colo. Back issues, 10c each.

Color slides of the Virginia & Truckee and the Southern Pacific narrow-gage lines are available from Richard C. Datin, Jr., 5457 Virginia Ave., Los Angeles, Calif. Dick is seeking pix and negs. of the Tonopah & Goldfield, Tonopah & Tidewater, Las Vegas & Tonopah, and Bullfrog & Goldfield.

Ray Corley, 490 Albertus Ave., Peterborough, Ont., Canada, tells us that the CRI&P Whitcomb yard switchers 1000-1016 were reportedly sold to the Canadian National and numbered 7803-7820 but were never delivered to CNR. Seventeen went to the CRI&P; and the last unit went to the Washington & Old Dominion. Ray wants the serial numbers of them all.

The three Frisco diesels named for racehorses, whose names we did not know, turn out to be: 2000, Fairplay; 2003, Steel Dust, and 2008, Messenger. Units 11 and 101-111 are former AT&N locomotives which the Frisco inherited when they took over that line. Units 60-61 were originally 600-601 but were renumbered when the Frisco took delivery of the 600 series GP7's. Our information comes from many readers.

Clarence J. Leigh, Altoona, Pa., sent us a picture of Pennsy 6405, Class J, one of the last 3 steamers remaining in the Middle District, en route to Warren, O., to be junked. Her scrap price was $14,000.

"The Pennsy's Parkside shops in Philadelphia, where the road's last active steamer, No. 5244, was scrapped in February, house some interesting diesel photo possibilities," writes Bob Lehmuth, 3405 Edmonds Rd., Lafayette Hill, Pa. "But if you are an amateur photographer, those shops are as hard to get into as Fort Knox. My father had to go through a Public Relations man and two vice president before I could enter the sacred enclosure."

She wheeled fast freight for the Cotton Belt in days of steam operation.

St. Louis-Southwestern Railway

Roster compiled by Sy Reich

Railroad Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract Eff.	Weight	Date
Z-10 B-B	1000-1002	1000	Baldwin	VO	B-B	59,420	238,580	1942
Z-10 B-B	1003-1005	1000	Baldwin	VO	B-B	59,608	240,580	1943
Z-10 B-B	1006-1022	1000	Baldwin	VO	B-B	59,812	245,350	1944-'55
Z-10 B-B	1023-1027	1000	BW	DS 4-4-1000	B-B	60,650	242,600	1947
Z-10 B-B	1050-1051	1000	GM-EMD	NW2	B-B	60,375	241,490	1949
Z-10 B-B	1052-1053	1000	GM-EMD	NW2	B-B	60,763	243,050	1949
Z-12 B-B	1054-1057	1200	GM-EMD	SW7	B-B	60,838	243,350	1950
Z-12 B-B	1058-1061	1200	GM-EMD	SW9	B-B	60,815	243,260	1952
Z-13.5	901,903, 907, 909, 911, 913, 917-923 odd	1350	GM-EMD	FTA	B-B	57,040	233,510	1944-'45
Z-13.5	902-908 even, 912-918 even, 922, 924	1350	GM-EMD	FTB	B-B	55,050	225,500	1944-'45
Z-15	925-975 odd	1500	GM-EMD	F7A	B-B	56,300	230,000	1950-'52
Z-15	926-958 even	1500	GM-EMD	F7B	B-B	56,400	230,000	1950-'52
Z-15 B-B	306	1500	GM-EMD	FP7A	B-B	60,520	254,890	1950
Z-15 B-B	304	1500	GM-EMD	GP7	B-B	60,017	247,148	1950
Z-16 B-B	308-311	1600	Alco-GE	RS-3	B-B	60,962	243,850	1952
Z-16 B-B	313, 314	1600	Alco-GE	RS-3	B-B	61,475	245,900	1951
Z-16 B-B	350-355	1600	Alco-GE	RS-3	B-B	61,820	247,300	1951
Z-16 B-B	356-360	1600	Alco-GE	RS-3	B-B	61,200	344,800	1952
Z-16 C-C	270-272	1600	Alco-GE	RSD-5	C-C	81,375	325,500	1953
Z-20 AIA-AIA	300, 301	2000	Alco-GE	PA-2	AIA-AIA	52,225	313,350	1949
Z-20 C-C	260	2000	BW	DT 6-6-2000	C-C	88,250	353,000	1948

(Compiled from data supplied by SLSW Supt. of Motive Power; accurate as of Jan. 1, 1957. Abbreviations: BW, Baldwin-Westinghouse; GM-EMD, General Motors, Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric. Nos. 300, 301, 304, 306, 308-311, 313, and 314 are equipped with steam heat generator.)

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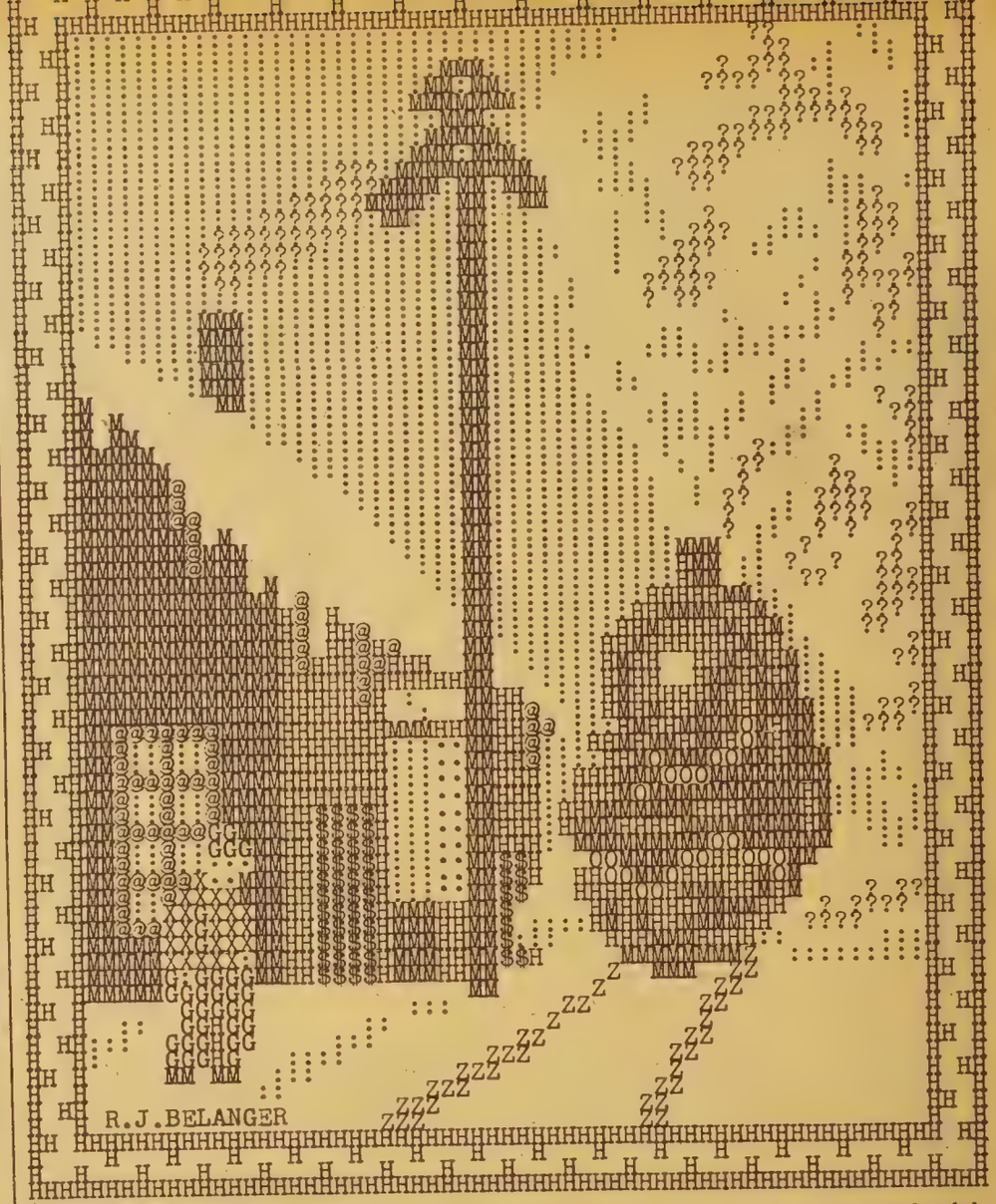

Unique art of R. J. Belanger, 1509 Mt. Pleasant St., Burlington, Iowa, created solely by typewriter characters, shows a steam engine puffing into a small-town depot. Mr. Belanger is not a railroader but one of his grandfathers worked for the Canadian National long ago. He'll send you a big copy of this pic on good paper for 15 cents.

Three million feet walked across a huge green carpet last summer in New York's Penn Station in a 55-day wear test sponsored by the Allied Chemical Corporation. The carpet consisted of eight strips, each made from a different type of fiber. Textured caprolan nylon withstood the wear best. The Pennsylvania Railroad thereupon picked this kind of floor covering for its *Congressional Limited* (pictured below).

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Every entry we get will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed immediately.

Up till now, it has been our policy to write postal cards to fans who send in vague or hard-to-read entries. We have been asking each person to clarify his entry. This correspondence is not necessary. It wastes time and postage. Hereafter, we will ditch any Switch List entry that omits essential facts such as:

(1) Sizes of pix, (2) whether those pix show steam, diesel, or what-have-you, and (3) whether or not a list is available.

Address Sy Reich, Railroad Magazine, 205 East 42nd Street, New York 17, N. Y.

JOHN AARDEMA, 223 Slater St., Paterson, N. J., sells railroadiana. No list. State wants (SAS) Buys steam, interurb. items. Wants AF or Li 2-6-4 without motor.

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D. M. BOWERS, 459 Salisbury St., London, Ont., Canada, wants any size pix C&O steam. Write first.

WALTER BROSCHART, 34 Church St., Malverne, N. Y., sells Railroad Magazine '51-'60, Trains '46-'60. (SAS)

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A. H. COVERDALE, 140 Hendon Dr., Calgary, Alta., Canada, sells pix, size 616, CPR, CNR, NAR, etc. No list.

ART CURTIS, 2468 15th Ave., San Francisco, Calif., will send set of SP Penninsula commuter tts. on request. (SAS)

GORDON DAHLMAN, 6721 E. 4 Pl., Tulsa, Okla., buys pix SLSF and predecessors.

OWEN DAVIES, 1214 La Salle St., Chicago, Ill., buys, sells back issues Railroad Magazine, books, other railroadiana. Big list free.

C. A. DETWYLER, Box 407, Campbell Hall, N. Y., will sell Erie RR '30, NYNH&H '14 rulebooks, Erie '40 safety rules.

DON DIETRICH, 2052 N. Albany Ave., Chicago, ILL., sells sizes 616, 120 pix steam, diesel, etec., or trades for his needs. No list.

LARRY DI TIZIO, 2030 Emily St., Philadelphia, Pa., wants p.c. size pix Phila. trolleys, tts., maps, transfers of PRT, PTC.

JIM EHERNBERGER, Box 433, Cheyenne, Wyo., sells negs. UP, C&S; wants pix, negs. trs. in Wyo., CB&Q, C&NW, UP, C&S, shortlines (What size?)

CHUCK FEATHER, 442 Salviai Dr., Pittsburgh, Pa., will trade 8mm movies B&O last steam fantrip, CNR, N&W steam, PRy., JT, for those of PRR T-1, NYC Niagara, or SP cab-in-fronts.

PETE GARY, 680 12 St., Campbell, O., sells quality negs., sizes 616, 620, NYC, P&LE, B&O, PRR, Erie diesels. (SAS)

L. H. GEDGE, 3007 Carlton Rd., Shaker Heights, O., wants elec. slides, esp. EPCL, ERHS, no. 3, Chi. & W. Towns Ry.

ROBT. GRAFF, D.O.R. manager, Griffith Park Cafe, Los Angeles, Calif., sells 3 diff. steam colored postcards of Travel Town, 5c ea. plus stamped addressed evn.

ED HAINES, 110 E. Durham St., Philadelphia, Pa., will issue set of Kean's historic p.c.'s if he receives the names of 150 interested persons.

ZENON HANSEN, 1626 Sherwin Ave., Chicago, Ill., buys NYC loco, pass. car plan books '49-'60, DL&W, NYNH&H recent rosters.

GRAHAME HARDY, Carson City, Nev., buys, sells, old issues Railroad Magazine, other mags., books, wide variety railroadiana. Big list free.

DON HAYWARD, 38 Monastery Ave., W. Springfield, Mass., sells pix, drawings Eastern, New England steam. List 15c.

HAROLD HENRE (sec., NRHS, K.C. Chapter), 1302 N. 28th St., Kansas City, Kan., will give emp. tt. or tr. order free to anyone sending stamped addressed env., as long as supply lasts.

DICK HOISINGTON, 6 Park Ave., Derry, N.H., wants pre-1932 B&M empt. tts., B&M F unit negs., any size. Trades for 25-yr.-old rosters B&M, CPR, RUT, WM, etc.

THEO HOSINSKI, 224 Oaklawn Ave., South Pasadena, Calif., will sell 343 diff. issues of Railroad Magazine (incl. Dec. '29) and Trains, all very good cond., exc. 8 without covers, $101 plus shipping cost.

BOB INGRAHM, Box 194, Chesapeake, O., buys slides, negs., pix Kelly's Creek RR.

PETER JACOBSEN, 468 E. Marigold St., Alradena, Calif., sells PE trolleyana, some railroadiana. (SAS)

MARTIN JERGENS, 3380 Dundas St., Vancouver, B. C., Canada, sells 5x7, 8x10 pix steam, elec., diesel CPR, CNR, NP, NYC. List 5c.

H. C. JOHNS (AT&SF condr.), 603 Market St., Needles, Calif., wants 35mm slides Ringling Bros. Circus train or other slides pertaining to circus traveling by rail.

JIM JOHNSON, 217 S. Home Ave., Park Ridge, Ill., will sell 2 steam chime loco whistles from GN. NP.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., sells back issues Railroad Magazine, Trains, model mags., other rr. mags. (SAS)

TOM KERBY, Rte 8, Box 427, Tucson, Ariz., sells boiler explosion pix SP 5037. (What size?) Trades, buys SP railroadiana, esp. Tucson Div.

WALT KERR, 4261 De La Savane, Montreal, Que., Canada, will sell collection of MTC official pix,

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DON KISSICK, 36 Thompson St., Princeton, Ill., wants back issues Railroad, Trains, '40-'46, CA&E negs., any size black and white or color.

KARL KOENIG, 806 Peninsula Ave., Burlingame, Calif., wants any size pix, negs., info. on Robt. Dollar Co., Northwest short lines.

BASIL KOOB, Box 279, Ft. Dodge, Ia., will send free copy of The Switch Lamp, railfan bulletin, to all p.c. inquiries.

CLAYTON KOPPES, Rt. 2, Newton, Kan., wants older Beebe and Clegg books, esp. Mixed Tr. Daily, Age of Steam. Also wants color slides, esp. n.g.

PAUL KUTTA, Shadyside Ave., South Nyack, N. Y., trades tts.; wants Eastern rrs. Send your list for mine.

A. LA PRESTO, 365 West End Ave., New York, N. Y., sells rosters clipped from Railroad Magazine, back issues Railroad Magazine, pix, negs., rrs., trolleys.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, O., sells 5x7 or 8x10 pix SHRT, other elec. lines. (SAS)

ED LEVAY, Jr., 13 Summer St., Saxonville, Mass., sells tts., emp. tts., MTA tokens, maps, other railroadiana. Wants PE tts., pix, maps.

ED LEWIS, 11 Hollywood Pl., Ho-Ho-Kus, N. J., sells, buys, trades Eastern rr. tts., emp. tts., tkts., rule books. (SAS)

ANDY LIGHTLE, 634 Mitchell St., Fredericton, N. B., Canada, sells sizes 616, 620 pix CPR steam.

KENT LOUDON (see June front cover), Holland Rd., Peapack, N. J., sells b&w, color pix steam, diesel, CPR, DL&W, PRR, etc. List 10c.

GLEN MacGREGOR, 165 E. 27 Ave., Vancouver, B. C., Canada, trades size 616 steam negs., all roads, esp. Canadian steam shortlines. Sells pix. List, samples 25c.

FRED MALONEY, 6 Harriet St., Brighton, Mass., wants size 8x10 PCC pix ACTS, EPCL, IT, KCPS, LAMTA, Louisville, TCRT, PE, PST.

ANDREW MATT, 721 Oleander Ave., Bakersfield, Calif., buys 35mm color slides C&O class T1 2-10-4.

BARRY MAYER, 10228 Edgewood Ave., Silver Springs, Md., wants pix, emp. tts. B&O diesel frt. and pass. trains.

WALT McGAUGHEY, 701 Helene Pl., Minneapolis, Minn., sells emp. tts. (SAS)

JACK McGEARY, 444 Goldsmith Rd., Pittsburgh, Pa., wants steam pix, PRR, B&O, P&LE, P&WV, B&LE, esp. action in Pgh.

GENE McKEEVER, 3611 Newton St., Denver Colo., wants Denver Trolley pix, 8mm trolley movies.

JOE McMAHON, 15 Adrian Ave., New York, N.Y., sells Eastern tts., emp. tts., Off. Guides '47-'50, elec, ry. items, back issues Trains. (SAS)

JOHN McQUIGG, age 16, 222 Grand Ave., Monrovia, Calif., wants teen-age and engine-crew pen pals. He is interested in all rrs.

H. McMICHAEL, Waterford, Ont., Canada, swaps p.c. size negs. TH&B 11, 15, 502 for 101, 107, 201, 202.

ANDRE MEUNIER, Box 27, Fairview, Mich., wants pix, negs., plans with color data of private reefers, pre-'15 cars.

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., is selling very large 25-yr. collection of pix, negs., steam, elec., tts., mags. (SAS)

HENRY NELSON, 4190 W. 4 St., Reno, Nev., sells tr. orders dating to 1888, good cond.

DAVE NESTLE, 81 Hill St., Greenwich, N. Y., buys, sells headlamps, lanterns, tts. List for 8c stamps.

BOB NEU, 6023 W. Keefe Ave. Pkway., Milwaukee, Wis., wants tape recordings of rr., interurban trolley sounds.

CORDELL NEWBY, 1161 Camrose Cres., Victoria, B. C., Canada, wants pix, info. GN, esp. elec.

DALE NIEWOEHNER, Rte. 1, Upham, N. D., wants any size pix GN 3375.

JOHN NOLAN, 222 Tuscan Rd., Maplewood, N. J., has LV steam pix; wants switch keys, lanterns, railfan pen pals.

JIM PELLAM, 3615 Milford Ave., Baltimore, Md., buys, trades for PRR, B&O, WM steam, diesel negs. (What size?)

BERT PENNYPACKER, 4307 Palmetto St., Philadelphia, Pa., wants size 616 negs. NYNH&H, VGN rectifier elecs., diesel negs., many rrs.

JOHN PHILLIPS, 1125 Congress St., S.E., Washington, D. C., wants ERHS Bull. 6, "N. Ind. Rys.", and Midwest elec. lines pix; buy or swap.

J. E. PIPER, 300 S. Court, Marion, Ill., sells Off., Guides '52-'59, rr. bks., matches, scratch pads.

DAVE POND, 85 California Dr., Rochester, N. Y., buys, sells, trades rr. negs., pix. (SAS)

JIM PRICE, Box 1244, Midland, Texas, sells, trades 35mm duplicate slides, negs., T&P, AT&SF, OAP, RSP. Wants non-fiction rr. books, maps.

NORM PRIEBE, 3721 11 Ave. S., Minneapolis, Minn., wants address of Jim Morley; also action pix, size 5x7, GN steam, elec.

JIM RAVELLI, P.O. Box 3921, Portland 8, Ore., will correspond with anyone interested in labels used by rrs. to designate registered rr. business mail.

GEO. RAYMOND, 504 Tompkins Ave., S. Plainfield, N. J., wants pix, info. Eastern roads, esp. abandoned or short lines. Answers all mail.

FRANK REILLY, 306 Front St., Dunellen, N. J. wants color slides CNJ steam.

A. REMALY, Box 303, Bethlehem, Pa., sells size 120 steam, trolley negs. (SAS)

LEONARD RICE, 1639 Belvedere Blvd., Silver Springs, Md., sells pix WB&A 1908-1950. No list.

H. M. RUARK, Box 774, Martinsburg, W. Va., wants portrait of late Jennie Smith, B&O employee, rr. evangelist.

JOHN SCOTT, 3399 Reed Way, Concord, Calif., sells oilburning caboose marker lights, used, good working cond., $18 ea.; pair $35.

W. L. SEWELL, 1029 N. Dixie Highway, Lake Worth, Fla., wants tts., 20 yrs. or older, esp. Sou., SAL, ACL.

J. SHAFER, 6404 Lafayette Rd., Raymond, Iowa, wants rr. pix, old rr. letters.

MIKE SHANNON, 73 Douglas Rd., Glen Ridge, N. J., sells 8 size 8x10 pix UTC'S Pennsy 0-6-0 5244.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells tts., emp. tts., 1915 to date, Off. Guides, tr. orders, railroadiana, books, mags. List 20c coin.

DAVE SHAYER, 432 Lawrence Rd., Havertown, Pa., buys size 616, p.c. LVT pix.

TOM SMART, 116 Gibson Rd., Louisville, Ky., wants all divs. N&W emp. tts., '54-'60.

BRUCE SMITH, Hazelwood, N. C., best offer takes two rr. novels, Bedwell's "The Boomer," 2nd 1928 ed., and Don Waters' "Call of Shining Steel."

DICK STARK, 574 Berkley Ave., Elmhurst, Ill., sells pix CA&E, CNS&M, CSS&SB, CTA, WCF&N.

P&W, PST. Wants negs. CNS&M short line. (What size?)

ALVIN STAUFER, Box 57, Leroy, O., wants rr. calendars, Pennsy keystone, NYC oval. Will buy or trade for Loco. Cyclopedias, Baldwin mags., 0 gage scale equip.

JIM STEUERS, Ripley, Miss., trades negs. of rolling stock for negs. of cabbage-stack steam locos, back issues Railroad Magazine, Trains.

JIM STEVENS, Ripley, Miss., wants rr. pix suitable for framing.

J. A. STOKES, 3958 S. Hill St., Los Angeles, Calif., buys steam builders pix Baldwin, Alco, Lima, Schenectady, Brooks, Cooke, any size.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., buys or trades for any size pix Wilm. & N. 2-8-0 No. 15 or Phila. & Rdg. No. 1021.

CHAS. SULLIVAN, Westdale Ave., N. Wilmington, Mass., buys pix lightweight trolleys any line, esp. TARy. (What size?)

STAN TRZONIEC, 14 Fir Glade Dr., Warwick, R. I., wants 8x10 pix C&O 2-6-6-6, UP 4-6-6-4, other big locos; any size pix MKT steam, diesel.

WALT UNRUH, Outlook, Mont., sells back issues Railroad Magazine, Trains, Mdl. RRer, HO monthly, Miniature RRing, emp. tts.

PETE VANDER VELD, 6 Spencer Rd., Glen Ridge, N. J., sells 8 8x10 rr. pix, mostly steam, $3. (SAS)

CHAS. VAN WINKLE, 538 Arvana, Houston, Tex., sells 35mm and larger negs., Dallas Ry., Texas Elec. cars, track views, Trains Vols. 5-7.

ROY WAKE, 1429 Congress, Chicago, Ill., sells steam pix. (SAS) Wants to hear from photographers who can photograph steam.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va., sells steam, diesel action pix, all sizes. N&W, B&O, PRR, BC&G, VBR, others. List, cample 10c.

HOWARD WARFIELD, Jr., R. D. 4, Box 304, North Brunswick, N. J., wants B&O old main-line tts., 1910 or earlier.

JEFF WIEN, 2741 Garrison Ave., Evanston, Ill., sells, trades pix CTA, NOPS, SLPS, MTA, TMER&L, CNS&M, CSS&SB, SFMUNI. Wants pix TTC, PTC, PRC, DCT, JTC, LAMTA. (What size?)

AMES WILLIAMS, 33 Ft. Hunt Rd., Alexandria, Va., will buy pix Washington & Old Dominion, Chesa. Beach equip. State price.

JIM WILLIAMS, 509 Donovan Rd., Lee's Summit, Mo., trades rr., express receipts, waybills, postal notices, tr. orders prior to 1910.

GEO. WILLS, Hublersburg, Pa., will sell 8 very old issues B. of L.E. monthly mag., 1867-'75. (SAS)

CHAS. E. WINTERS, 3717 E. 49 St. N., Kansas City, Mo., sells pix on approval. (SAS) (What size?)

P. MURPHY, 2178 Harvard Ave., Montreal, Canada, wants any size pix, negs., slides of M&SC.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells '31 and '32 Ind. RR. tts., also few steam and electric negs. State wants.

RAFAEL CODOL, 34 Mariano, Cuiner, Igualda, Spain, sells tts., emp. tts. of all light, private, and n.g. European rys., 3 for $2.

HAROLD OLSEN, 921 Essex Ave., Linden, N. J., wants LA Ry. roster interurbans No. 12.

FLORENCE HERRICK, 613 S. Pleasant Sy., Princeton, Ill., will sell album of 200 glossy 8x10's CB&Q locos, cars, stations, some old; make offer.

PAUL GARDE, Box 279, Green Mountain Falls, Colo., sells slides LA trolleys or B&M steam, 100 for $18. Other slides; big list free.

C. J. DISMUKES, Dahlonega, Ga., sells 8x10 steam pix Gains. Mid.; also color transparencies. (SAS)

BURT LORING, Rte. 5, Brainerd, Minn., sells 500 steam pix, many big roads, mostly pc. size, 10c ea., $30 for lot; 50 steam negs. $5.

R. P. DUNN, 409 Westminster Ave., Elizabeth, N. J., seeks pix of Tuckerton RR., CNJ Eatontown-Wins. Jct., Pennsy Whitings-Bay Head Jct.

JOHN FALKENRATH, 160 E. 11th St., Upland, Calif., buys Santa Fe emp. tts.; state details.

WM. BENNER, 77 Whitehall Ave., Buffalo, N. Y., wants late issue of Official Guide.

DAVID BURGESS, 718 Oro Terrace, San Pedro, Calif., desires pen pals, age 16 or 17, interested in elec. rys., streetcars.

OLIVER DRAKE, R.D. 4, Coatesville, Pa., wants any size pix of Blairstown (N.J.) RR., private line of millionaire named J. Blair, whom he saw in 1922.

MIKE PEARSALL, 62-44 Woodhaven Blvd., Rego Park, N. Y., buys any size pix of Maine 2-ft. gage lines, esp. early ones.

DUNSTAN GRANSHAW, 3787 Franklin Canyon Rd., Martinez, Calif., wants steam pix or negs. SP in Calif. and Nev., esp. Oakland to Sparks. (What size?) Answers all mail.

ROY WAKE, 1429 W. Congress Pkway., Chicago, Ill., sells steam pix (What size?) many big roads. (SAS)

H. SAWYER (ex-fireman, D&H, NYC), 610 Empire Blvd., Rochester, N. Y., sells old rr. lanterns, rr. watches with loco engraved on case, telegraph set, other items. (SAS)

R. H. REID, 633 Overhill Dr., McKeesport, Pa., will buy Kalmbach's "Locos of PRR," also any Pennsy 35mm color slides.

KEN SMITH, 328 Ave. F, Redondo Beach, Calif., exchange mgr. of Asso. of Calif. Transportation Token Collectors, sells many kinds of transp. tokens. (SAS)

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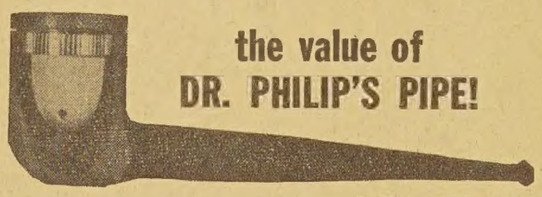

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WAYNE BRITTAIN, 16 Strand Ave., Sault Ste. Marie, Ont., Canada, will sell 1 Tenshado GP7, 1A and 1B Varney F3 metal single-powered, 1A unit body and frame.

CHUCK BURNAM, 9710 S. Damen St., Chicago, Ill., sells old issues of various model mags., Ry. Progress, others. (SAS)

AL CHVOSTA, Jr., Rte 2, Box 165, Hartland, Wis., trades Lionel, AF locos, Strombecker models.

CHAS. CHALOUX, 677 E. 231 St., New York, N. Y., will sell Pittman pass. car with tinplate wheels. Wants O gage scale traction equip.

WM. HOWARD, 633 Hamilton St., N.W., Washington, D. C., will sell Lionel frt. cars; buys HO gage std., streamlines B&O, PRR pass. cars.

R. L. KEISER, 1389 Clermont St., Denver, Colo., wants Kasiner O gage scale stainless pass. cars.

CARL LARSON, 24 Forest Ave., Caldwell, N. J., sells Lionel std.-gage equip. made 1920-'40. (SAS)

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., wants AF wide-gage train in operating cond. Selling 20-yr. collection of model rr. mags. (SAS)

JULIUS RAIOLA, 233 5th Ave., Brooklyn, N. Y., sells Lionel catalog reprints $3.25 ea.; also Lionel 1910 original cat., sell or trade.

DON ROBBINS, 801 Circle Dr., Bellaire, Tex., wants Lionel 7, Ives 1134 tender, AF 4687. Swaps early equip. (SAS)

J. F. ROBINSON, 23 Blanchart Rd., Scituate, Mass., will sell 13 used HO gage Polaris switch machines, excellent cond.

BRUCE SMITH, 720 E. Fernleaf Ave., Pomona, Calif., buys O gage 0-4-0 Dockside, trolleys; trades HO trolleys, steam frt. cars.

A. G. SNYDER, 304 Lakeview Dr., Ridley Pk., Pa., will sell electronic train whistle.

WM. WAGNER, 28 Nicoll Ave., Central Islip, N. Y., trades Mdl. RRer issues, British Ry. Modeller, and Model Ry. Constructor.

A. C. HAZEVOET, Charles Leickertstraat 15/111, Amsterdam W., Holland, wants pen pals interested in transp. tokens. (He reads and writes English.)

W. L. JENNINGS, Orchard Cottage, South Woodham, Chelmsford, Essex, England, will sell 9½" gage 2" scale B&O switcher, also coal-fired Atlantic, as new, excel. detail, pass. haulers.

DAVID OSBORNE, St. Martins, St. John Co., New Brunswick, Canada, will sell Lionel 027 frt. train or swap for HO layout. Write for info.

BURT LORING, Rte. 5, Brainerd, Minn., sells plastic models of steam locos 3 for $6. One copy ea. of MRer Jan., Feb., Mar. '60, 30c apiece.

WILBUR BERNSTEIN, 3345 Reservoir Oval, Bronx, New York City, will trade 0 gage Ives diesel pass. train for Ives steam train.

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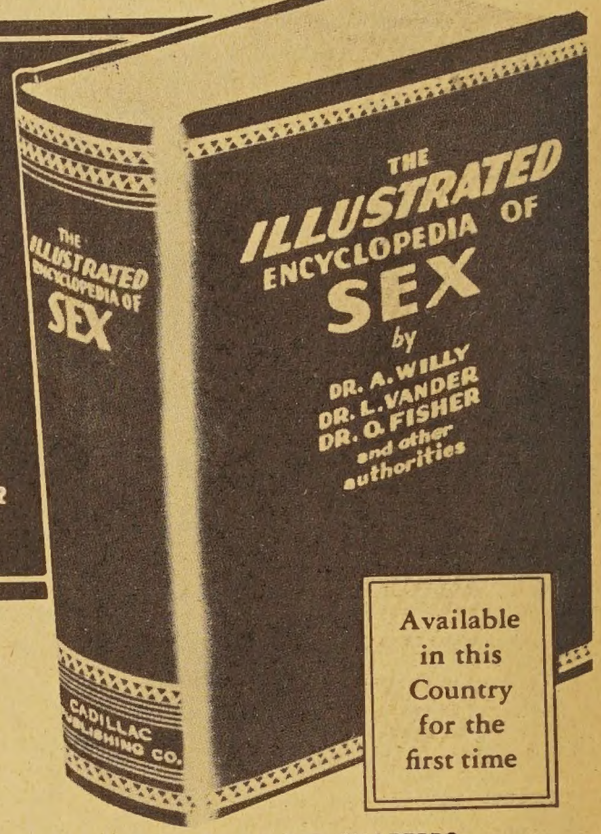

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Yes! Here at last is your chance to gain the *super-powered, file-cabinet memory you've always dreamed about* . . . so easily and so quickly that you'll be astounded . . . AND ACTUALLY DO IT WITHOUT RISKING A PENNY!

Let me explain! I don't care how poor you may *think* your memory is now! I believe that you have a memory 10 TO 20 TIMES MORE POWERFUL THAN YOU REALIZE TODAY! I believe that your memory is working at a tiny fraction of its true power today—*because you simply don't know the right way to feed it facts!* Because you don't know the right way to take names and faces and anything else you want to remember—*and burn them into your memory so vividly that you can never forget them!*

Yes! Remembering is a trick! Powerful memories can be made to order—you don't have to be born with them! The secret of a super-powered, hair-trigger memory is as simple as tying your shoelace! I can teach it to you in a single evening! *And I'm willing to prove it to you without your risking a penny!* Here's how!

Would You Invest Three Hours of Your Time to Transform Your Memory?

All I ask from you is this. Let me send you—at my risk—one of the most fascinating books you have ever read. When this book arrives, set aside only one evening. Give this book your uninterrupted attention. *And then get ready for one of the most thrilling accomplishments of your entire life!*

Take this book and turn to page 39. Read eight short pages—no more! And then, put down the book. Review in your own mind the one simple secret I've shown you. *And then—get ready to test your new, AUTOMATIC memory!*

What you are going to do, in that very first evening, is this! without referring to the book, you are going to sit down, and you are going to write—not five, not ten, but TWENTY important facts that you have never been able to memorize before! If you are a business man, they may be customers' orders that you have received . . . if you are a salesman, they may be twenty different products in your line . . . if you are a student, they may be the twenty parts of your homework . . . if you are a housewife, they may be important appointments that you have to keep tomorrow!

In any case, you are simply going to glance over that list again for a few moments. *You are going to perform a simple mental trick on each one of these facts—that will burn that fact into your mind, permanently and automatically!* And then you are going to put that list away. You're going to bed without thinking of it again.

And the next morning, you are going to amaze your family and friends! When you go down to business, you'll attend to every one of those orders—*automatically*—without referring to your memo pad! For perhaps the first time in your life, you'll be able to *plan ahead your entire day*—automatically, in your own mind—without being a slave to reminders, or notes, or other "paper crutches!"

Yes! And you'll amaze your friends by remembering every product in your line—backwards and forwards—in the exact order that you memorized them! You'll keep every single appointment on time—*because one appointment will automatically flash into your mind after another—at the precise moment you need them—exactly as though you pushed a mental button!*

All this—in a single evening! Here is a gift that will pay you dividends for as long as you live! *A simple trick . . . a simple secret of burning facts into your memory that may change your entire life!*

Suddenly, Whole New Worlds of Self-Confidence Open Up for You!

But this is just the beginning of the "miracles" you can perform with your memory! This secret is just one of the over 50 MEMORY INTENSIFIERS contained in this book! You have seen men and women use these exact same methods on television to astound you! *But you never knew how incredibly simple they were—once you learned the inside secret!*

For instance—REMEMBERING NAMES AND FACES! How many times have you been embarrassed, because you couldn't remember the name of the person you were talking to . . . or introduce him to a friend! *In as little as one short week after you receive this book,* how would you like to walk into a room full of TWENTY new people . . . meet each one of them only once . . . *and then remember the names—automatically—for as long as you live!*

Yes! These names and faces are filed in the storehouse of your memory—permanently! Whenever you meet these people on the street . . . whenever you bump into them at the club . . . whenever they drop in unexpectedly at a friend's house—*the instant you see their face, their name pops into your mind automatically!* There is no hesitation, no embarrassment! *By the time you can reach out to shake their hands, your memory has delivered all the important facts you need to please them!*

Think of the advantage in business—when you can call every customer by his first name—and then ask for his wife and children, instantly, by *their* names! Think of the impression you'll make when you ask him about the state of his business, about his hobbies, when you even repeat—almost word for word—the last conversation you had with him! Think of becoming a celebrity at your club—as the member who "knows everyone" . . . who can be depended upon to avoid mistakes, to win new friends for the organization, to get things done!

But this is still just the beginning! This book teaches you to *remember exactly what you hear and read!* It gives you the confidence you need to make an important point at a business conference . . . to back up your opinion in discussions . . . become a *leader* in conversation, with dozens of interesting facts at your fingertips!

This book teaches you how to memorize a speech, or a sales presentation—in minutes! It teaches you how to remember every card played when you relax at night! It can improve your gin, or poker, or bridge game by 100% in a single week!

MEET HARRY LORAYNE **"The human being with the most phenomenal memory in the world!"** Harry Lorayne has lectured in front of thousands of Americans! Rotarians, Elks, Masons, Chamber of Commerce groups have all called on this amazing man to prove the business and social power of a strong, reliable memory! Lorayne's memory is so strong that he can remember the names, faces, addresses and occupations of over **700 different people in a single evening—after meeting each one of them only once!**

And yet, a few short years ago, **this man's memory was no better than yours!** This man trained his own memory—he built the most fabulous memory in the world from scratch! And now he gives you the very same secrets he discovered and perfected himself! Memory Builders that work overnight! Secrets that can change your entire life in a single week—OR EVERY CENT OF YOUR MONEY BACK!

Read the thrilling details on this page! Try them—ENTIRELY AT OUR RISK!

This book shows you how to improve the depth and force and power of your mind! It shows you how to double your vocabulary . . . learn dozens of ways to burn new words into your memory . . . learn their meanings without looking them up . . . repeat entire phrases, sentences, paragraphs from the great writers! You'll be able to learn a foreign language in just a few short weeks—at least three to four times as quickly and easily as you could without this system! You'll be able to hear a joke, story or anecdote only once, and then repeat it in the same hilarious way!

Yes! And most important of all, this book will show you how to *professionally organize your mind*—do what you have to do in *half* the time! You'll remember dates, addresses, appointments—automatically! You'll carry dozens of telephone numbers in the file-cabinet of your mind! You'll stop going back over work two or three times because you'd forgotten something! *Let me send you this book—and prove these facts in one short evening—OR IT DOESN'T COST YOU A PENNY!*

Try It Entirely at My Risk!

The name of this book is HOW TO DEVELOP A SUPER-POWER MEMORY! I believe that this book is revolutionary—because it proves, once and for all, that memory improvement *can* be fun . . . it *can* be exciting . . . it *can* be passed from one person to another—automatically!

This book is a word-for-word copy of my regular mail-order course, which I sell for $25. However, the book costs you only $2.98! *And I want you to try this book—in your own home—entirely at my risk!* Here's how!

First, try for yourself the experiment I have described in this article! *See for yourself the almost-unbelievable results in the very first evening alone!* And then, continue to use the book for an additional week! In this very first week alone, if this amazing book doesn't do everything I say . . . if it doesn't give you a file-cabinet memory—no matter what your age—no matter how poor you may think your memory is today—*then simply return the book for every cent of your money back!*

You have nothing to lose! Act TODAY!

EVEN THE EXPERTS CHEER!

From the top newspapers in America! Enthusiastic raves of Harry Lorayne's new automatic memory improver! Read what top, hardboiled critics say about this man — and his wonderful method.

Robert Coleman, New York Mirror, May 21, 1957 . . . a swell party . . . The stellar entertainer was Harry Lorayne, billed as "The man who has the most phenomenal memory in the world." After watching Harry at work, we were inclined to agree with that statement!

Ruth Ruzzie, WNNT, Virginia . . . this book is fascinating reading . . . Harry Lorayne states this emphatically . . . THERE IS NO SUCH THING AS A POOR MEMORY . . . ONLY A TRAINED OR UNTRAINED MEMORY. He shows in this fascinating book how to easily train your own memory to retain facts . . . figures . . . places . . . people and whatever you wish to remember . . . how to quickly memorize speeches or facts that you wish to remember for future use . . . I found HOW TO DEVELOP A SUPER-POWER MEMORY an experience in reading.

Ed Galing, Pennsylvania Intelligencer, April 5, 1957 . . . Have you ever wished you had a better memory? That you could remember names, places, things? Well, Sir, a new book just out is guaranteed to improve your memory and you will be able to amaze your friends with your feats of memory . . . "HOW TO DEVELOP A SUPER-POWER MEMORY," by Harry Lorayne. The author can call more than 700 persons by their first name after meeting them for the first time . . . The book contains the secret on how to be a good rememberer . . . If you're having trouble remembering a phone number or an anniversary give this book a try. It could make you happy, successful, rich.

MAIL NO-RISK COUPON TODAY!

MEMORY RESEARCH BUREAU, Dept. MK8

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Gentlemen: Yes, I want to try a copy of Harry Lorayne's amazing new book HOW TO DEVELOP A SUPER-POWER MEMORY—entirely at your risk. I will pay postman only $2.98 plus low C.O.D. charges. I will use this book for a full ten days at your risk. If I am not completely delighted . . . if this book does not do everything you say, **I will simply return it for every cent of my money back.**

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